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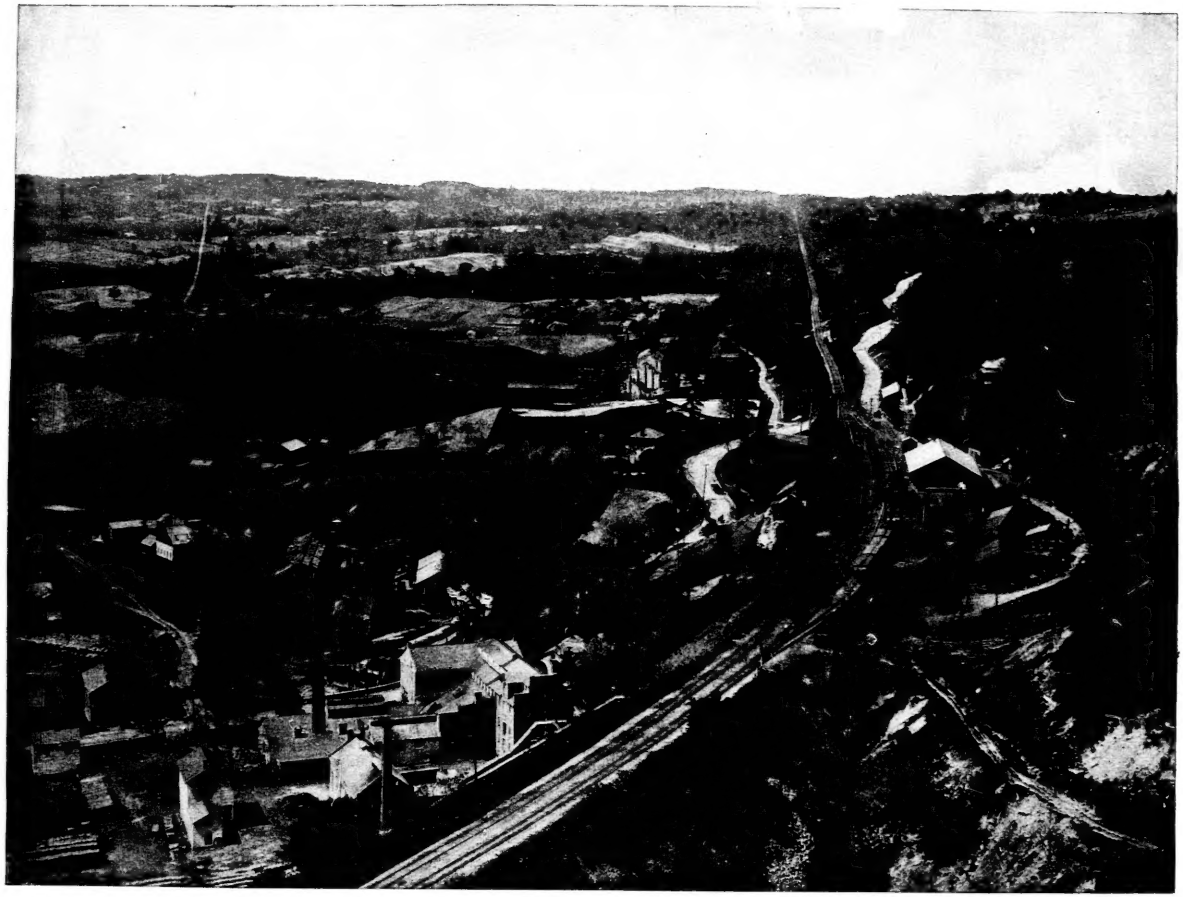
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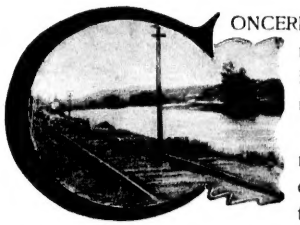
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CONCERNING the prevalent and well-established custom of "summer vacations," little need be said. The practice has "come to stay;" and year by year an increasing tide of summer tourists, flitting hither and thither, attests the permanency of the institution.

The purpose of this work is not, therefore, to urge the importance and remedial value of summer travel, but to set forth the attractions to be found on the line of, or to be reached by, what has come to be recognized as the GREAT TOURIST ROUTE OF AMERICA. In the futherance of this object we do not rely on glowing descriptions, which are too often dependent on the mood of the writer, and therefore only to be seen through his vision, but have quite extensively invoked the aid of the artist's camera, our illustrations being exact reproductions from photographs, "uncolored and unadorned." This enables the reader to obtain a few glimpses of the scenery which lies scattered all along the journey over what we confidently declare to be the most picturesque and attractive tourist route of America; embracing, as it does the most popular summer resorts on the continent, and covering the widest range of rural, urban, river, lake, sea-coast and mountain scenery to be compassed by a journey of similar extent anywhere in the world.

Should the readers of these pages be asked to name the most popular pleasure resorts of America, the first, on which there would doubtless be entire unanimity, would be the great Cataract which attracts visitors, not only from all parts of America, but from over the Atlantic, to gaze on the majestic waterfall, the sight of which has inspired the pen of many a poet, and the pencil of multitudes of artists, but to which neither pen nor pencil can do more than faint justice, inspiring though the sight of its mighty waters may be. Following Niagara, with greater or less accord in giving them precedence, would come the White Mountains, the Thousand Islands, and the Rapids of the St. Lawrence, Saratoga, Lake George, the Adirondacks, Portland, the seaside resorts of the Maine coast, or the beautiful lakes and islands of the Muskoka and Parry Sound districts, which during the past few years have gained a continental reputation. For cities of special interest to summer tourists, those of Canada are deservedly prominent. Toronto, the bustling city by the lake; Ottawa, the Dominion capital; Montreal, its commercial metropolis; quaint old Quebec, with its mediæval air, its fortified walls and foreign surroundings; these all come to mind, in connection with this subject, as delightful places to visit in a summer tour, either from the salubrity of their climate, the charm of their situation and surroundings, or the associations connected with their history.

In considering this long list of summer resorts, if the reader's attention has not already been called to the subject, he may be surprised to learn that nearly all of them are located on, or reached by, THE GRAND TRUNK RAILWAY, with its numerous divisions and immediate connections. This great highway of travel, reaching from the Atlantic coast to the great lakes, crossing and re-crossing the Canadian border and serving alike the commercial and business interests of the United States and British America, has justly acquired the title of "The Great International Route." To this appellation it is fast adding, and with equal propriety, that of

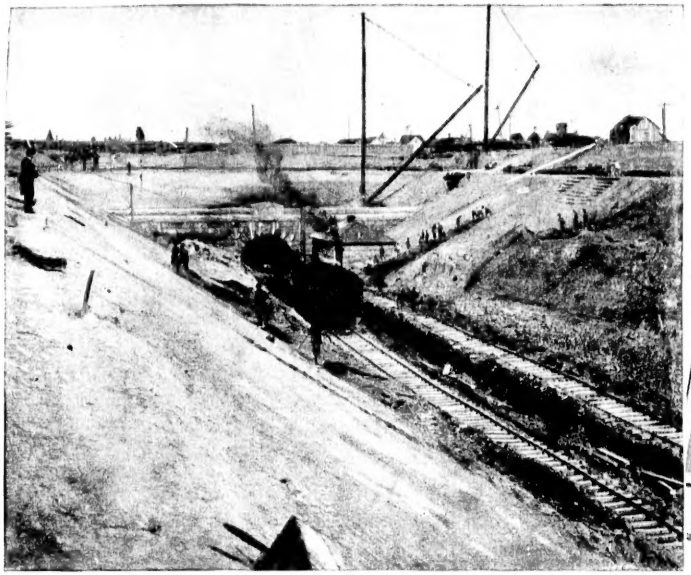
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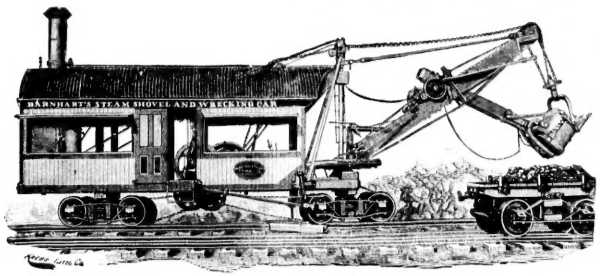
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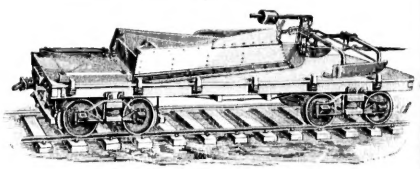
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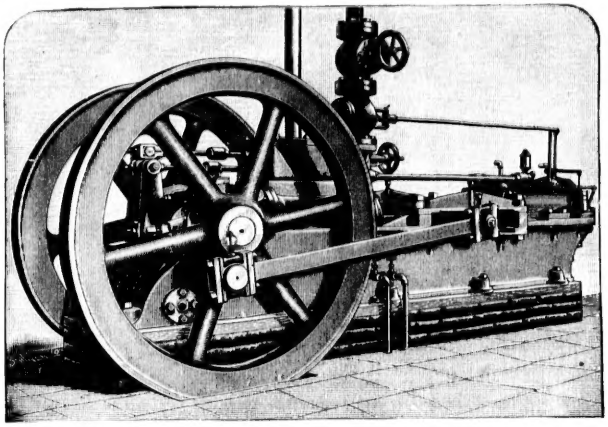
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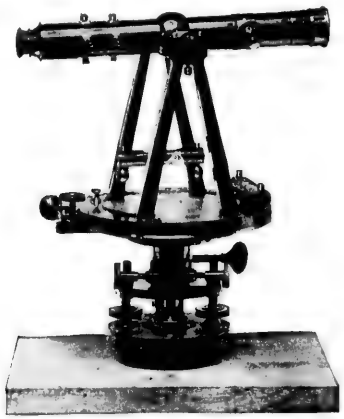
CROSSING a navigable stream with a railway train is at best attended with difficulties; and when that stream is a broad artery of inland commerce, rendering a bridge impracticable, a railway ferry is the usual alternative. This, also, has its drawbacks, especially when the stream is choked with ice, either solid or broken. The Grand Trunk System has for many years been wrestling with the difficulties incident to crossing between Sarnia and Port Huron, until the necessities of a better method compelled the construction of the marvel of engineering skill known as the famous St. Clair Tunnel, which is, in some respects, the most remarkable in the world. It is appropriately termed, "the link that binds two great nations," and over it flow all the waters of the Great Lakes, which later tumble over the cliff at Niagara Falls, and eventually reach the Atlantic as the majestic St. Lawrence River.

A few statistics,—only a few,—as of special interest, may be given here. The length of the tunnel proper is 6025 feet, and of the open portals or approaches, 5,603 feet additional, or more than two miles in all—the longest sub-marine tunnel in the world. It is a continuous iron tube, nineteen feet, ten inches in diameter, put together in sections as the work of boring proceeded, and firmly bolted together, the total weight of the iron aggregating 56,000,000 pounds.

The work was commenced in September, 1888, and it was opened for freight traffic in October, 1891; a little more than three years being required for its completion. Passenger trains began running through it December 7, 1891. The work was begun at both sides, and carried on until the two sections met in mid-river, and with such accuracy that they were perfectly in line as they came together. Throughout its entire length, it perforates a bed of blue clay, and with the exception of an occasional



CROSS SECTION VIEW, SHOWING STRATA AND CONSTRUCTION OF TUNNEL.



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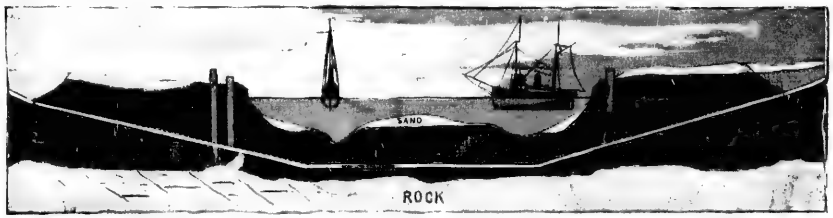
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"pocket" of quicksand and water, with once in a while a rock or boulder, the clay was the only material met. The borings were made by means of cylindrical steel shields, with cutting edges, driven forward by hydraulic rams, and as fast as the clay was cut away, a section of the iron wall of the tunnel was bolted to its fellow-section, and thus the wall was completed, as the work progressed.

The accompanying illustrations will give a good idea of the nature of the river bed, as well as the general contour of the tunnel. It will be seen that the clay overlays a comparatively level bed of rock, and in some

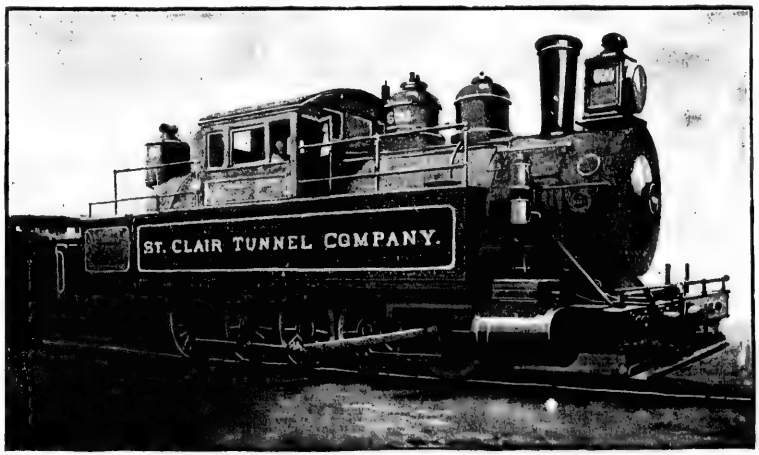


SECTIONAL VIEW, FULL LENGTH OF TUNNEL UNDER THE ST. CLAIR RIVER.

places is itself overlaid with a bed of sand. Had the ledges pushed upward into the clay, to any extent, or the sand pockets penetrated downward, the work would have been much more difficult.

The rails of the track rest upon cross-ties, only six inches apart, laid on stringers, which in turn rest on a bed of brick and concrete, filling the bottom of the tube.

The engines used to pull the trains through the tunnel and up the steep grade after emerging, are the largest in the world, having ten driving wheels, and weighing nearly 200,000 pounds. The boilers are 74 inches in diameter, the fireboxes 132½ inches long and 42⅛ inches wide, and the cylinders are 22 inches in diameter, with 28-inch stroke. These monster engines were built especially for this service by the celebrated BALDWIN LOCOMOTIVE WORKS, of Philadelphia, Pa.



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The cost of this great tunnel was $2,700,000, and when it is understood that 4,000 cars can be daily moved through it, and this is contrasted with the slow and laborious transfer by ferry, it will readily appear that the enormous expenditure was one which will yield a quick and profitable return. The honor of promoting the enterprise is due to Sir Henry Tyler, of England, President of the Grand Trunk Railway, and he has been ably assisted by Sir Joseph Hickson, late General Manager, and the engineers, Messrs. Joseph Hobson, T. E. Hillman and M. S. Blaiklock. The success of the undertaking having been demonstrated, it is now proposed to construct another by its side, to accommodate the increasing traffic, thus providing a double track, the one for east-bound, the other for west-bound business, and placing the Grand Trunk System far in advance of all its competitors in the matter of crossing the river, which has heretofore presented so many obstacles to rapid transfer.

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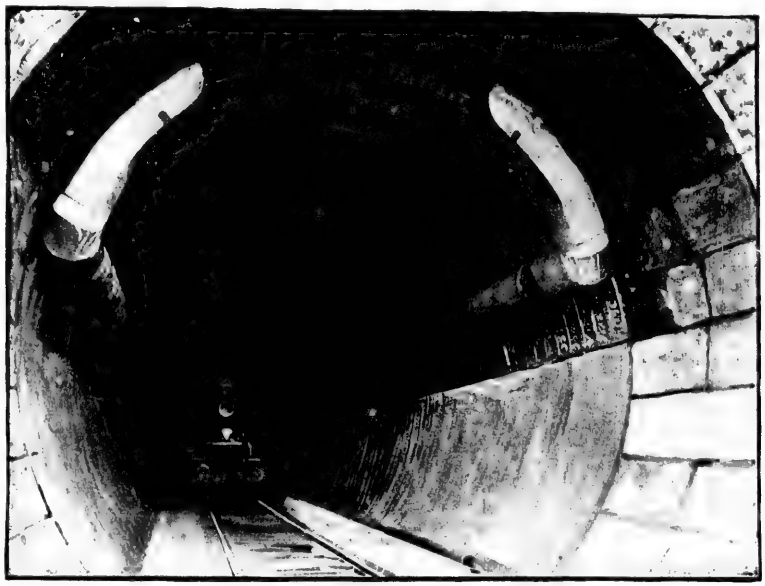
TUNNEL, BUI
NEW YORK.

ed Informatio

THE ST. CLAIR TUNNEL.

The St. Clair Tunnel, aside from its commercial importance, may truly be regarded as a monument to the engineering and mechanical skill of all engaged in its construction. The fact that unforeseen obstacles were successfully met and conquered, and that every requirement in the progress of the work was provided for by the ingenuity of the engineers and artisans whose services were called into requisition, is a tribute to the ability of Canadian and American mechanics well deserving of a record in these pages. In the brief space necessarily allotted to this chapter, we name the firms and individuals to whom, in detail, this great enterprise owes in a large measure its success.

After much preliminary experimenting as to the most desirable method of construction, the shield system was finally decided upon. Engineer Hobson conferred with Mr. Teiper, consulting engineer of the HAMILTON BRIDGE COMPANY, and under their supervision, this Company constructed the great cutting shields, patterned somewhat after the Beach shield, used in an experimental tunnel under Broadway, New York, but with many



VENTILATING DEVICE, FOR REMOVING SMOKE.

vital improvements. The shields were forced ahead by twenty-four hydraulic rams, furnished by WATSON & STILLMAN, of New York City, the power being supplied by Worthington pumps.

As fast as the cutting progressed the cast-iron segments were inserted and bolted, each to its fellow segment. An ingenious segment hoist was employed for rapidly lifting the segments into place. This was designed by Mr. Teiper, and constructed by the HAMILTON BRIDGE COMPANY. The bolts used were furnished by the ONTARIO BOLT CO. for the Canadian side, and by the MICHIGAN BOLT AND NUT WORKS for the American side. A portion of the castings were furnished by the Grand Trunk shops, but the larger share were from the DETROIT CAR WHEEL CO. These were planed on their radial surfaces, with a planer built for the purpose, by Manning, Maxwell & Moore. The packing used in joining the segments at their sides was furnished by the STANDARD PAINT CO. of New York, and is known to the trade as the famous "P. & B." brand.

The stone used in the construction was from the quarries of WILLIAM GIBSON, who also supervised its setting. The brick was furnished by R. H. HALL, of Detroit, for the American side, and JAMES RICHARDSON, of Kenwood, for the Canadian side. The cement used was furnished by the Estate of JOHN BATTLE, proprietors of the well-known "Thorold" brand. All the lumber used in the tunnel was creosoted at the EPPINGER &

Wm. HENDRIE, *President.* JOHN S. HENDRIE, *Vice President.* JOHN STEWART, *Secretary-Treasurer.*
J. A. McNICOL, *Engineer and Manager.* C. TEIPER, *Consulting Engineer.*

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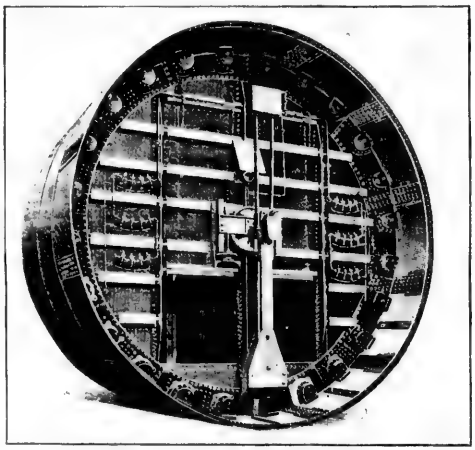
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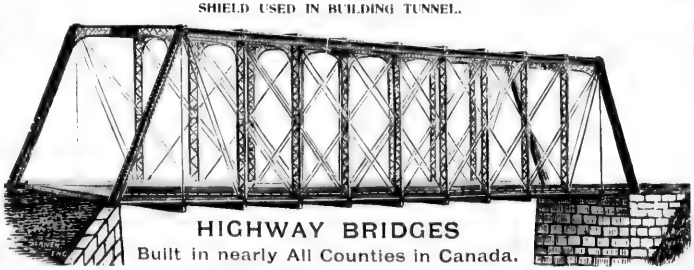
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Built in nearly All Counties in Canada.

Have Supplied Bridges for . . . the . . .

Canadian Pacific Railway

From MONTREAL to VANCOUVER.

The Shields Used in the Great St. Clair Tunnel were designed by C. Teiper, and BUILT BY THE HAMILTON BRIDGE CO., Limited, HAMILTON, ONTARIO, Canada

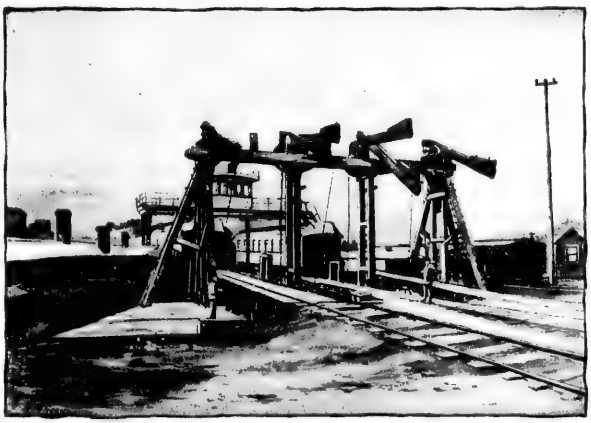
RUSSELL Creosoting Works, Long Island City. The contract for excavating the approaches was performed by ELLIOTT & PHIN, of Brantford, and the steam shovels used were from the MARION STEAM SHOVEL CO., of Marion, Ohio. The derricks were furnished by DOBBIE & STUART, of Thorold.

The system of lighting and ventilation during the progress of the work was most excellent. It need hardly be stated that electric lights were employed, and the plant for this was furnished by the EDISON COMPANY on the American side, and by the BALL ELECTRIC LIGHT COMPANY, of Toronto, on the Canadian side. Incandescent lamps were used, and the work was well-lighted in the shields and air locks. The latter were furnished by the DETROIT BRIDGE AND IRON WORKS. They were supplied with fresh air by two Root blowers at each end, through pipes which were extended as the work progressed. These were furnished by the ABENDROTH & ROOT MANUFACTURING COMPANY, of New York. When the work reached the river, the employment of compressed air became necessary, the men working in an atmosphere under pressure of from ten to twenty-eight pounds above normal. The requisite pressure was maintained by the use of two Ingersoll air compressors at each end, which were supplied by the INGERSOLL SERGEANT DRILL COMPANY, of New York.



TUNNEL ENGINE EMERGING FROM PORTAL.

In addition to the supplies made especially for the tunnel, there was constant demand for articles of general hardware and iron supplies. These were furnished by the well-known house of CHAS. MACKENZIE, MILNE & CO., of Sarnia. In addition to the machine work done at the special shops, built for the purpose, much extra repair and shop work was done by FRANCIS BLAIKIE, of Sarnia, and the PHŒNIX IRON WORKS, of Port Huron.



FERRY DOCK AND TRANSFER STEAMER.—"THE OLD WAY."

The accuracy of the surveying was simply marvelous, and due credit should be given to the instruments employed. The theodolites, and other apparatus, were furnished by STACKPOLE & BROTHER, of New York, and were the finest to be had.

No one can pass through this tunnel without being impressed by the permanent character of its construction, and it will remain as a lasting monument to its projectors, and a tribute to the indomitable energy and vast resources of the Grand Trunk Railway Company, who have in this tunnel again successfully overcome nature's barriers, as they had previously done by the construction of the Victoria and Suspension bridges.

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NIAGARA FALLS, GREAT WESTERN DIVISION GRAND TRUNK RAILWAY.

1. View from Prospect Point. 2. American Falls. 3. View from Canadian Side. Winter Scene. 5. Horse-Shoe Falls, from Canadian Side, from Below. 4. View from Goat Island—Winter Scene. 5. Horse-Shoe Falls, from Canadian Side. 6. [illegible]. 7. [illegible]. 8. [illegible]. 9. [illegible].

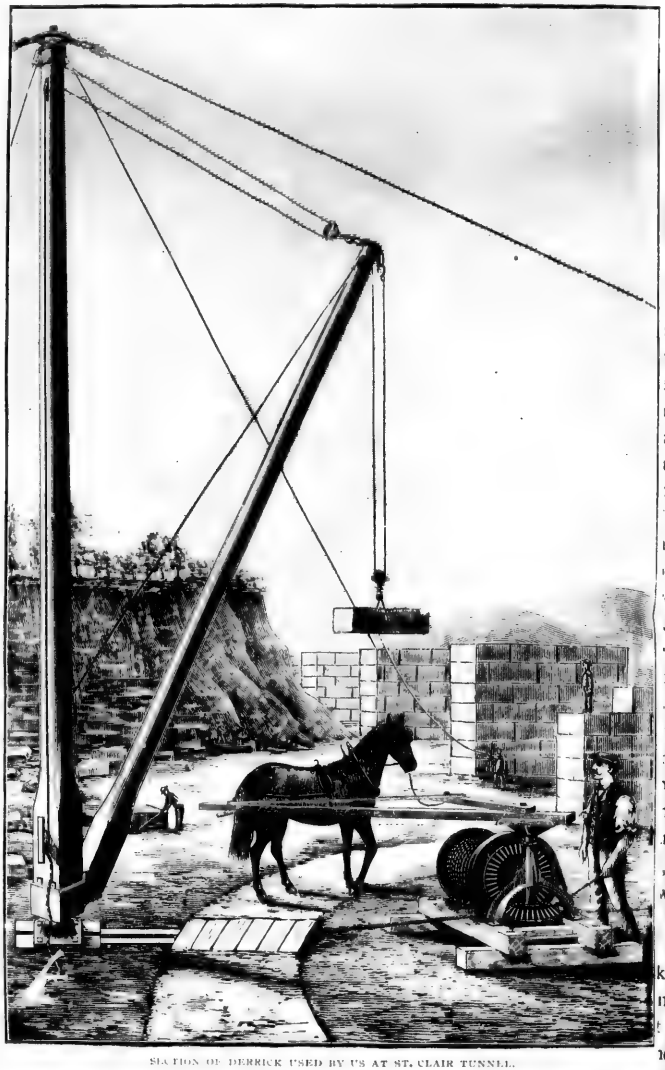
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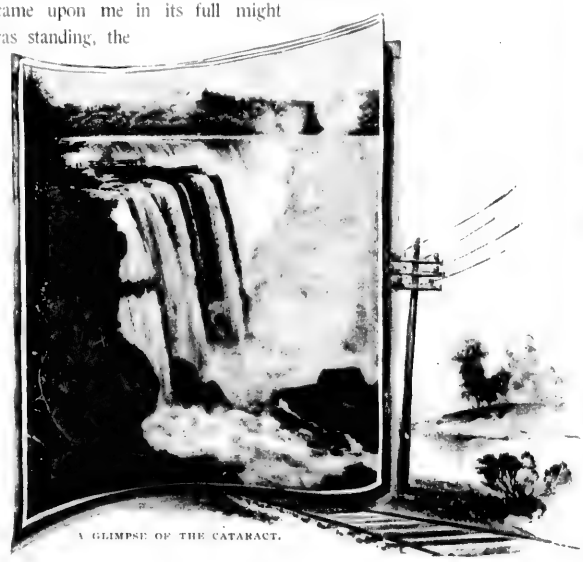
WRITE FOR CATALOGUE.

· NIAGARA · FALLS ·



VER a precipice one hundred and sixty-four feet in height, the waters of Lake Erie come tumbling in one grand plunge on their way to Lake Ontario. A grander spectacle is not to be seen on the American continent, if in all the world. Waterfalls there are of greater height, but the immense volume of all the upper lakes, with the sheer descent in one unbroken plunge, give a sublimity to Niagara that height alone cannot impart. The rapids above the Falls, the deep gorge below through which the river flows, and the many points of observation from which the scenery may be viewed, all conspire to render this resort the most celebrated on the continent.

To describe Niagara is impossible. The finest writers in the English language are compelled) acknowledge the feebleness of words in attempting to convey to their readers an impression of the grand ›ectacle. One of the most graceful of modern English writers, Charles Dickens, describes his feelings on first :holding Niagara, in his "American Notes," and probably no description has been more widely read or more equently quoted. He says: "At length we alighted; and then for the first time, I heard the mighty rush of ater, and felt the ground tremble underneath my feet. The bank is very steep, and was slippery with rain id half-melted ice. I hardly know how I got down, but I was soon at the bottom, and climbing, with two iglish officers who were crossing and had joined me, over some broken rocks, deafened by the noise, half nded by the spray, and wet to the skin. We were at the foot of the American Fall. I could see an mense torrent of water tearing headlong down from some great height, but had no idea of shape, or situa-n, or anything but vague immensity. When we were seated in the little ferry boat, and were crossing the ollen river immediately before the cataracts, I began to feel what it was; but I was in a manner stunned, d unable to comprehend the vastness of the scene. It was not until I came on Table Rock, and looked—at Heaven, on what a fall of bright-green water!—that it came upon me in its full might d majesty. Then, when I felt how near to my Creator I was standing, the t effect, and the enduring one—instant and lasting—of the nendous spectacle, was Peace. Peace of mind, tranquillity, n recollections of the dead, great thoughts of eternal rest and ›piness; nothing of gloom or terror. Niagara was at once mped upon my heart, an image of beauty; to remain there ngeless and indelible, until its pulses cease to beat forever. , how the strife and trouble of daily life receded from my w, and lessened in the distance, during the ten memorable days passed on that enchanted ground! What voices spoke from the thundering water; what faces, faded from the earth, ked out upon me from its gleaming depths; what Heavenly mise glistened in those angels' tears, the drops of many hues, t showered around, and twined themselves about the gorgeous ies which the changing rainbows made! . . . To nder to and fro all day, and see the cataracts from all points view, to stand upon the edge of the great Horse-shoe Fall, king the hurried water gathering strength as it approached verge, yet seeming, too, to pause before it shot into the gulf



A GLIMPSE OF THE CATARACT.

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The Ne Plus Ultra of Summer Resorts.

The Pleasantest, Cleanest and Most Economical

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In the Northern States.



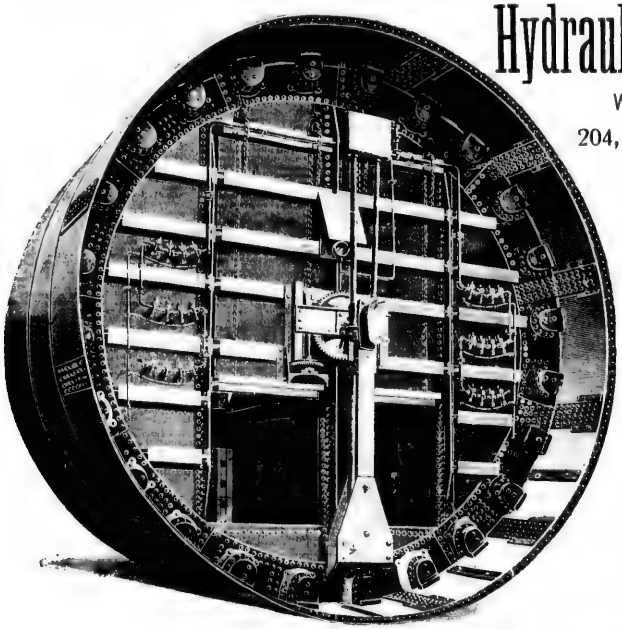
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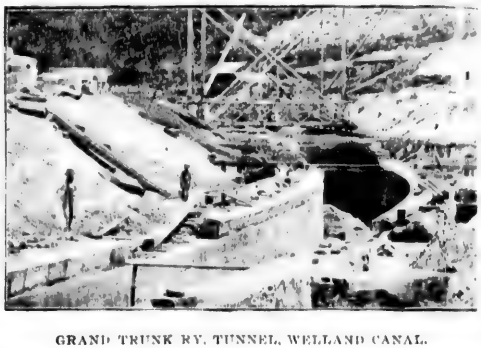


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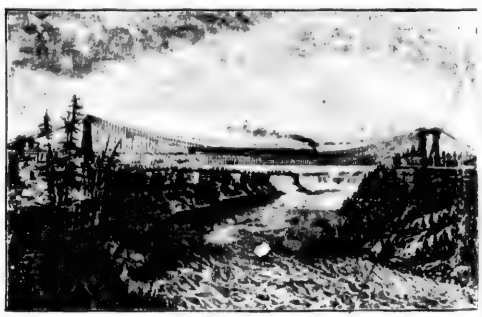


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below; to gaze from the river's level up at the torrent as it came streaming down; to climb the neighboring heights and watch it through the trees, and see the wreathing water in the rapids hurrying on to take its fearful plunge; to linger in the shadow of the solemn rocks three miles below; watching the river as, stirred by no visible cause, it heaved and eddied and awoke the echoes, being troubled yet, far down beneath the surface, by its giant leap; to have Niagara before me, lighted by the sun and by the moon, red in the day's decline, and gray as evening slowly fell upon it; to look upon it every day, and wake up in the night and hear its ceaseless voice: this was enough. I think in every quiet season now, still do these waters roll and leap and roar and tumble, all day long; still are the rainbows spanning them, a hundred feet below. Still, when the sun is on them, do they shine and glow like molten gold. Still, when the day is gloomy, do they fall like snow, or seem to crumble away like the front of a great chalk cliff, or roll down the rock like dense white smoke. But always does the mighty stream appear to die as .. comes down, and always from its unfathomable grave arises that tremendous ghost of spray and mist which is never laid; which has haunted this place with the same dread solemnity since darkness brooded on the deep, and that first flood before the deluge—light—came rushing on creation at the word of God."



THE GRAND TRUNK RAILWAY SUSPENSION BRIDGE.

Since this description was penned, the river below the Falls has been spanned with bridges, hotels have sprung up on either shore, and facilities of approach have been multiplied, affording easy access to the surging throng of visitors from all parts of the world. The governments, of New York on the one side and Canada on the other, have won the gratitude of all by wresting from speculators the most desirable points of access, and creating free public parks, enabling the scenery to be enjoyed by visitors without the endless clamor for "bucksheesh" in the way of tolls, etc., such as formerly characterized this resort.

Niagara Falls is admitted to be the greatest natural wonder in the world. It is the first objective point for tourist travel from the West; is 517 miles eastward from Chicago, and 182 miles from Port Huron. It is the eastern terminus of the Great Western Division of the Grand Trunk Railway. The Niagara River below the Falls is spanned at this point by Suspension Bridge, justly ranked as one of the great bridges of the world. The height of the railway tracks above the water is 258 feet. The length of the bridge between towers, 822 feet. A very good illustration of the bridge, as well as a distant view of the Falls, is shown above.

The chasm spanned by the bridge being considerably narrower than the bed of the river above, the current is greatly accelerated, and the water rushes through the gorge with tremendous force, and is thrown into violent commotion. Although the depth of the stream is estimated at 250 feet, the force of the current is such as to elevate the water from ten to forty feet. This is accounted for when we consider that the estimated weight of water passing over the Falls every hour is over one hundred million tons, and that this volume of water must find its way through a channel only about three hundred feet wide.

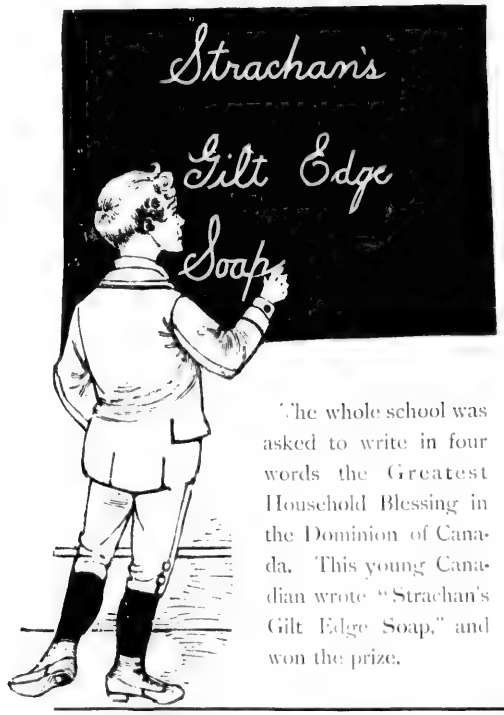
With the aid of the artist's camera, we are enabled to present to the reader a few of the charming scenes from the different points of observation. The full page group of views will give the reader an idea of the diversity afforded, the artistic arrangement of which we copy from the holiday number of the "Montreal Star." The winter views of Niagara are scarcely less charming than those of summer, as the ice bridge, frozen spray, and other features peculiar to the reign of "Jack Frost," combine to render it a scene of gorgeous splendor, especially in the dazzling sunlight.

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Steamers of the Richelieu & Ontario Navigation Company at the right with the Grand Trunk Railway Car Ferry Transit and the Rapids of the St. Lawrence

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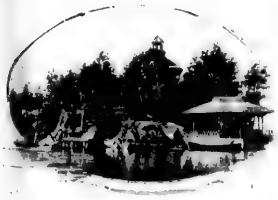
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· THE · RIVER · ST. · LAWRENCE ·



NOT so wide as the Amazon, nor so long as the Mississippi, not so famous for historic traditions as the Hudson, nor for ruined castles as the Rhine, yet the St. Lawrence is more attractive to the tourist than either, and suffers by comparison with neither nor all of them. As the channel through which all the waters of the great lakes find their way to the ocean, it could not be otherwise than majestic, and being navigable its entire length, it presents unusual attractions and delightful contrasts to the voyager who takes a daylight trip among its charming scenery.

Leaving Niagara Falls in the early evening, the tourist arrives at Kingston Wharf in the morning, where the boats of the Richelieu & Ontario Navigation Company are in waiting to receive such of the passengers as may choose to continue their journey by water. On alighting from the train, the broad expanse of water, and the pleasant situation of the village of Kingston, form a most refreshing picture. Our artist has happily reproduced a charming view, as shown on the preceding page, which is but one of a succession of delights, as the very inception of the voyage brings us in the midst of the wonderful archipelago.



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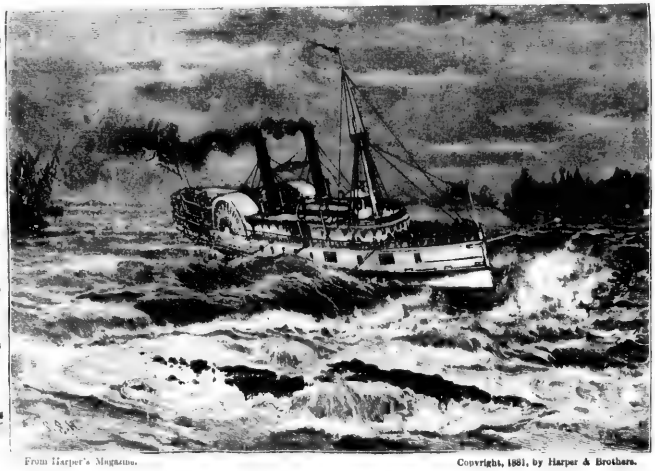
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This route possesses advantages over any other; parties traverse the entire length of Lake Ontario, and the River St. Lawrence, between Niagara Falls and Quebec to Chicoutimi.

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Lawrence, between Niag

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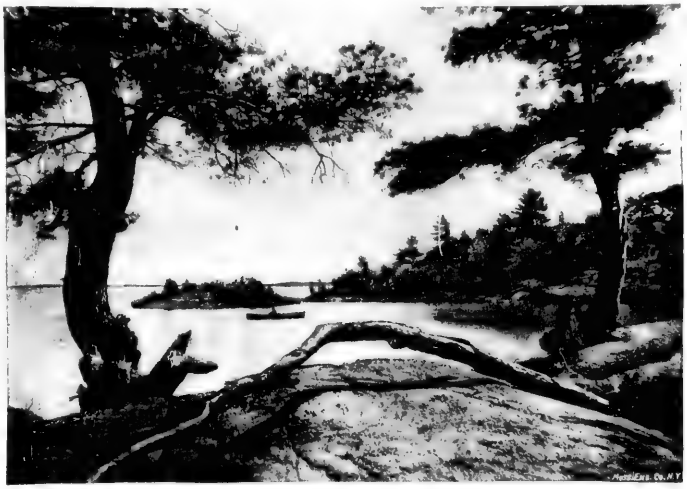
St. Paul St

THE RIVER ST. LAWRENCE.

The vicinity of Kingston abounds in lovely scenery, and the onward journey by rail is scarcely less attractive than the trip by steamer. The railway crosses numerous streams, which empty into the St. Lawrence, and occasionally a charming bit of scenery is presented to the view of the observant traveler, as the train dashes through some lovely glen or skirts the shore of some quiet lake. Our artist has selected a sample view, where the railway crosses the Rideau River, on the occasion of a quiet picnic and fishing party.

The steamers of the Richelieu & Ontario Navigation Company have been much improved for the passenger service, which is largely increased between Kingston and Montreal during the season of summer travel. The trip occupies the entire day, and from its inception at Kingston wharf to the landing at the dock in Montreal, is a succession of changing delights, embracing a panorama of shifting scenery in endless variety.

As the lake begins to contract to a river, it would seem as though the land disputed its onward progress, and in the struggle for supremacy the resistless current has broken the firm earth into a thousand fragments, some larger, some smaller, which vainly endeavor to entangle the waters in their downward course to the sea. A more picturesque river archipelago probably nowhere exists, and while much has been written in its praise, the attractions of the locality have never been overdrawn, nor can they be fully described. The islands number more nearly two thousand than one, and are of every conceivable size, shape and appearance, from the merest dot on the water to an extensive tract of many acres. "At times the steamer passes so close to these islands that a pebble might be cast on their shore; while looking ahead, it appears as though further progress were effectually barred. Approaching the threatening shores, a channel suddenly appears, and you are whirled into a magnificent amphitheatre of lake that is, to all appearance, bounded by an immense green bank. At your approach the mass is moved as if by magic, and a hundred little isles appear in its place."



ON THE ST. LAWRENCE RIVER, NEAR KINGSTON, ONTARIO.

As the journey progresses, the vision is greeted, not by castles in ruins, as in a tour of the Rhine, but by the view of castellated towers in modern architecture, in a most comfortable state of repair, being the summer homes of some of America's celebrities. These may be less picturesque than crumbling ruins, but are exceedingly suggestive of ease and luxury, for which this locality is celebrated. Nor is this comfort confined to castles, as evidenced by the less pretentious summer villas, and the tiny cottages which nestle here and there along the shores, while an occasional tent gives indication that camp life here presents its attractions to those who are disposed to "rough it" for the sake of a temporary sojourn in this health-giving climate.

The artistic grouping of views which makes up the preceding page is composed entirely of photographs taken among the Thousand Islands. It will readily be seen that, aside from its popularity as a watering place, this resort has more than ordinary attractions for the artist, who here finds abundant material in nature for summer sketching to adorn many a canvas in his winter work.

The first landing made after leaving Kingston is on the New York shore at Clayton, a flourishing town of some commercial importance, and quite a popular summer resort. Passing several large islands, on one of which

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is the celebrated Thousand Island Park, Alexandria Bay is reached also on the New York shore. This is one of the most widely known of summer resorts, and has been aptly termed the "Saratoga of the St. Lawrence." Its hotels and villas are elegant and commodious, and here in the immediate vicinity may be found some of the finest summer residences on the river. The islands adjacent are dotted with cottages, perched upon rocky bluffs, or nestling in some beautiful cove, springing into view as if by magic as the boat rounds a curve, or assuming shape and proportions as a nearer approach separates them from the rock of which they seem a part. Some of the islands "are bristling with firs and pines, others lie open and level like a field awaiting the husbandman's care. Some are but an arid rock, as wild and picturesque as those seen among the Faroe Islands; others have a group of trees or a solitary pine, and others bear a crown of flowers or a little hillock of verdure like a dome of malachite, among which the river slowly glides, embracing with equal fondness the great and the small, now receding afar and now retracing its course, like the good patriarch visiting his domains, or like the god Proteus counting his snowy flocks. In the old Indian days this beautiful extent of the river was called Manatoana, or Garden of the Great Spirit, and well might the islands, when covered with thick forests, the deer



STEAMER OF RICHELIEU & ONTARIO NAVIGATION CO., RUNNING THE LACHINE RAPIDS.

swimming from wooded isle to wooded isle, and each little lily-padded bay nestling in among the hills and bluffs of the island, and teeming with water fowl, seem to the Indian in his half-poetic mood like some beautiful region dedicated to his Supreme Deity."

The locality is also a favorite resort for sportsmen, as the hunting, fishing and boating facilities are excellent. Many fine yachts are kept by the summer residents, and with a "favoring breeze" the white-winged craft will often be seen skimming over the broad expanses of water in trials of speed.

The last of the Thousand Islands are called "The Three Sisters," from their proximity and resemblance to each other. They are nearly opposite Brockville on the Canadian shore and Morristown on the New York side, the two towns being directly opposite each other. The former was named after General Brock, and has received the title of the "Queen City of the St. Lawrence." Its glittering towers and church spires give it an appearance of splendor, which the tourist will observe as a peculiarity of the Canadian cities to be seen in his trip, the metal with which they are covered retaining its brightness in a remarkable degree, owing to the purity and dryness of the atmosphere.

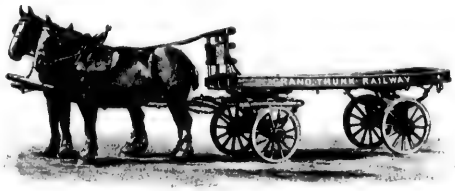
Ogdensburg and Prescott, also on opposite shores, are passed in our trip, then Massena Landing, and we begin the approach to the famous Rapids of the St. Lawrence.

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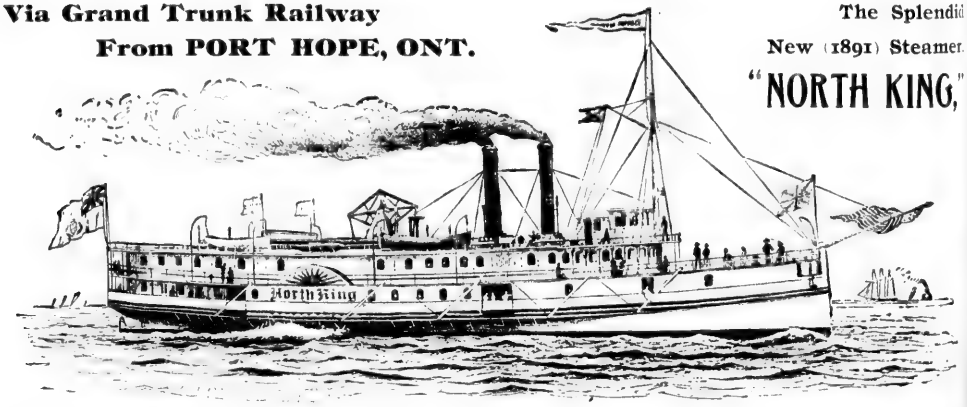
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While the current has, in many stages of our journey thus far, been swift, the smoothness of the water has given no suggestion of the speed which is imparted to the steamer. The first rapids, the Gallopes, and the du Plat, are comparatively unimportant, and the enthusiasm and excitement of the passengers are not fully aroused until the arrival at the Long Sault. These are nine miles in length, divided in their center by several islands, forming two channels, both of which are navigable. The scenery in the passage of these rapids is grand and beautiful. The surging waters, in their onward rush, are here and there thrown into wild commotion like the ocean in a storm, while occasionally a line of breakers reminds one of a dangerous reef at sea. The steady, onward motion of the boat, guided by the keen eye and unfaltering arm of the trusty pilot, gives exhilaration and zest to the trip, and awakens the keenest interest of the passengers. Occasionally a raft will be passed, with a crew of adventurous lumbermen struggling with the current, or singing merrily as they glide along, apparently regardless of the hardships of their voyage. Scattering logs, held by a projecting rock, or lodged along the shores, attest the fate of some raft which has preceded them, but still the precarious ventures are made, and with less fatality than would be imagined, as we see their frail craft whirled hither and thither



SHOOTING THE LACHINE RAPIDS IN A ROWBOAT.

by the seething river. The upward journey around these rapids is by means of the Cornwall canal, eleven and one-half miles in length. At the lower end of the Long Sault Rapids, the currents from the two channels unite, meeting with no little violence, forming what is called "the big pitch."

Below the Long Sault, the river expands into a lake, five and a half miles wide and twenty-five miles long, known as Lake St. Francis. The ride over its placid surface, past its many little islands, forms a notable contrast with the previous descent of the rapids, and serves to prepare for the next tumultuous rush through the eleven miles of Coteau, Cedars and Cascades, three sections, thus named, of almost continuous descent. The Cedars are also called Split Rock, from a prominent feature in the channel. The Cascades are thus named from their resemblance to a series of short, leaping falls. Passing the Cascades, the river again expands, forming Lake St. Louis, which receives the waters of the Ottawa River, and is twelve miles long by six miles wide. We here get a glimpse of Mount Royal, twenty-seven miles distant, and the ride through the lake is another stretch of tranquil sailing, a fitting preparation for the tumultuous passage of the Lachine Rapids. On the way we pass Nun's Island, a high mound of peculiar shape, near the mouth of Chateaugay River, belonging to the Grey Nunnery, in Montreal. Other islands are also to be seen, diversifying the view, and rendering the scenery, attractively picturesque.

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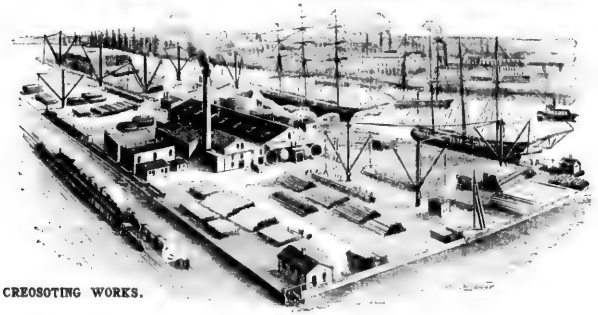
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As the banks of the lake again approach each other, the quickening current indicates the proximity of the famous Lachine Rapids. Eager expectation dispels any indifference begotten of the quietness of the previous hour, and the passengers seek available positions for observation. Just ahead, the waters of the river are lashed into foam, and here and there the spray is thrown high in air, as the current dashes against a rock, and eddies and circles in miniature whirlpools, or leaps over the obstruction as if in angry defiance of the attempt to check its mad career. The boat settles as she glides over the rapids, only to settle again at the next descent, instead of rising on the crest of the wave, being in this respect unlike the motion of a vessel at sea. The sensation is a novel one, and when experienced for the first time, the passenger is likely to hold his breath involuntarily until accustomed to the motion. Steam is shut off, and the boat is propelled solely by the force of the current. The devious windings of the channel compel the closest attention of the men at the wheel; and as an additional safeguard, the tiller at the stern is manned by an adequate force, and for the supreme moment all attention is given to the course of the steamer. The more timid among the passengers glance alternately at the foaming waters and at the swarthy [illegible] the wheel, realizing, if never before, the all-important meaning of the term, "trusty pilot."



VICTORIA BRIDGE.

The intrepid nerve and skill required to navigate a rowboat through this tortuous channel is well [illegible] in the illustration on the preceding page. This feat was successfully accomplished by Col. Bond, of Montreal, in company with a friend, under the guidance of the intrepid Indian chief, "Big John," with two of his trusty men at the oars.



MONTREAL HARBOR.

In our view on this page, showing a section of Victoria Bridge, made from an instantaneous photograph, it will be seen that a lumber raft, with all its belongings, has successfully made the perilous run of the rapids, and is still intact. To the hardy lumbermen who make these trips, the work partakes more of hard labor than of novelty; but to the occasional passenger, who "tempts Providence" by venturing the passage, it affords an experience full of startling sensations, and thronged with memories not soon forgotten.

After passing the Lachine Rapids, the river widens again, and a turn in the channel reveals ahead of us the famous Victoria Bridge, under which we glide, and are soon at our wharf in Montreal, at the close of a day that has been filled with a succession of delights, unapproachable in a day's experience elsewhere on the American Continent.

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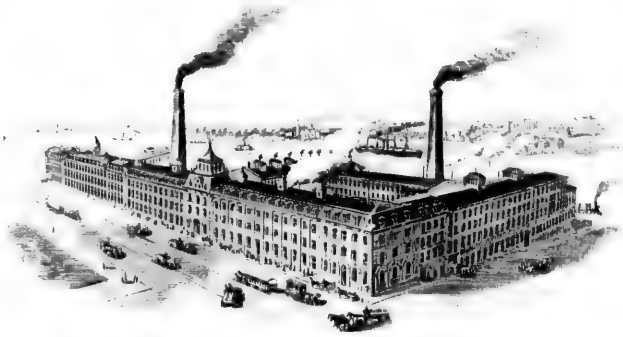
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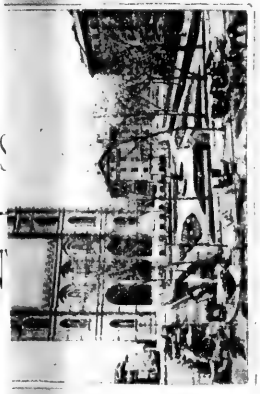
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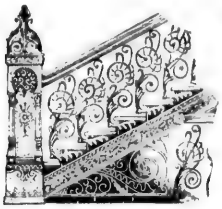








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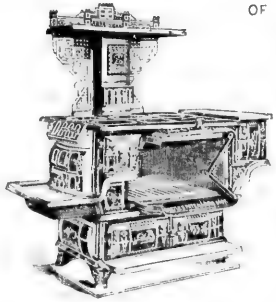




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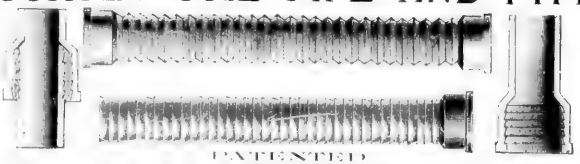
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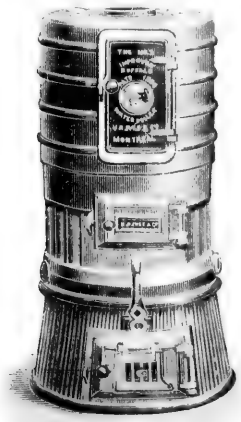
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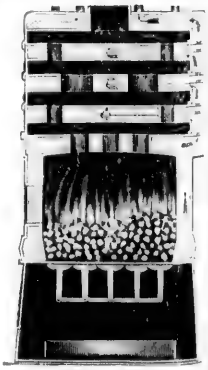
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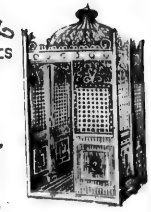
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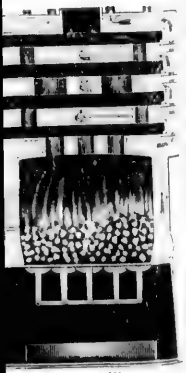


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Sectional View.

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· MONTREAL · AND · VICINITY ·



AS THE commercial metropolis of the Dominion of Canada, it will readily be seen that Montreal takes rank as the chief city of British North America. While this fact contributes largely to its interest and attractiveness to the tourist, its beautiful location, its charming surroundings, and the delightful contrasts of ancient and modern art and architecture presented to the observer, all conspire to render a visit to the place an event of rare interest.

The approach by the river presents a picture surpassingly beautiful. The solid stone piers and massive warehouses in the foreground, the bright-roofed buildings and glistening church spires in the middle distance, with the noble Mount Royal in the background, delight the artistic sense, and inspire emotions of the keenest pleasure. Viewed from the mountain itself, the picture, while totally different, is none the less attractive. The field of view is greatly extended, and the eye takes in a grand panorama of river and mountan scenery, with the city below in near perspective. Almost at your feet, and excavated from the solid rock in the side of the mountain, is the storage reservoir of the city water works. Farther down, and sloping away from the foot of the mountain, the streets of the city intersect each other, adorned with public and private buildings, and beautifully shaded with trees and foliage. As far as the vision extends to the right and left, the sparkling waters of the St. Lawrence are to be seen, a throbbing artery of inland commerce, dotted with shipping, while the distant background is made up of mountain ranges, some of which are in Canada, while dimly outlined on the horizon are the peaks of the Green Mountains of Vermont.

A brief sketch of the city, in this connection, will be of interest to the general reader. It is situated on an island of the same name, about thirty miles long and ten miles wide, formed by a branch of the Ottawa on the north, and the St. Lawrence on the south. It is at the head of ocean navigation, and its port may be said to form the connecting link between this branch of commerce and that of the great lakes and rivers. Its commercial importance will thus be apparent at a glance. It occupies the site of an Indian village, named Hochelaga, which was visited by Jacques Cartier, in 1535, and seven years later Europeans began to settle here. A century later the place was duly consecrated, and commended to the "Queen of the Angels," and named *Ville-Marie*.



From "Illustrated Montreal"

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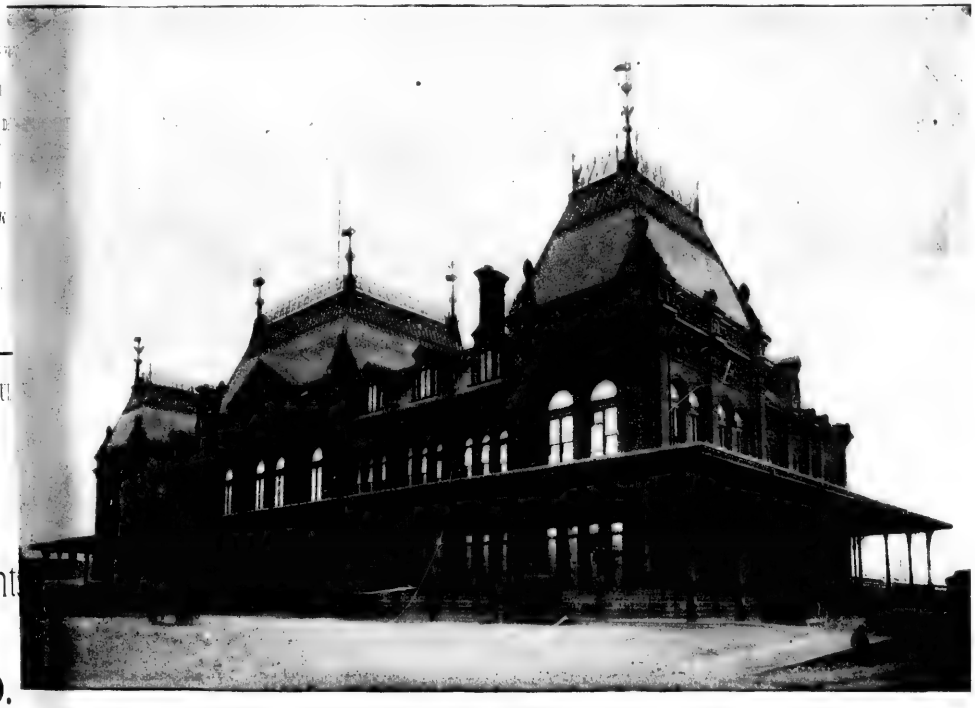
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Cartier had given to the mountain the name of Mount Royal, from which the present title of the city is derived.

To see the city at its best, the services of a "carter" should be secured. These hackmen are to be found in all quarters of the city, and as their tariff is regulated by law, the traveler can govern his riding by his inclination, with no contentions at the end of his journey. The drives in and about the city are charming. The roads are macadamized for miles in every direction, and as the island is remarkable for its fertility, the suburban trips are made amidst the "garden of Canada." The ride around the mountain, and to its summit by the easy grade of its carriage road, brings to view some beautiful scenery, the climax of which is the glorious prospect from the top, to which allusion has already been made.

The public buildings of the city, notably its churches, are of more than ordinary interest. Notre Dame, with its twin towers 220 feet high, one of which contains a chime of bells, the other the monster "Gros



NEW BONAVENTURE STATION, GRAND TRUNK RAILWAY, MONTREAL.

bourdon," will well repay a visit, and the climb to the tower will be rewarded with a grand view. Other churches present rich interiors, adorned with fine paintings and statuary, while numerous hospitals, market buildings and business edifices will attract attention in the ride through the city. The water works, with its reservoir on the mountain side, and the public parks and parade grounds, are also worthy of notice. But among all the objects of interest, conspicuous both as a feature of the landscape and for the magnitude of its conception, is the famous tubular VICTORIA BRIDGE, which crosses the St. Lawrence, and connects the island by rail with the south shore. It is the property of the Grand Trunk Railway, and cost more than six millions of dollars. With its approaches, it is nearly two miles in length, and rests upon twenty-four piers of solid masonry, beside the abutments. The center span is 330 feet wide, and the center tube is 60 feet above the water. It is, altogether, a splendid triumph of engineering skill, and a credit to the company it so grandly

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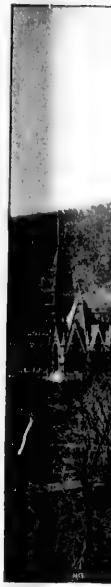
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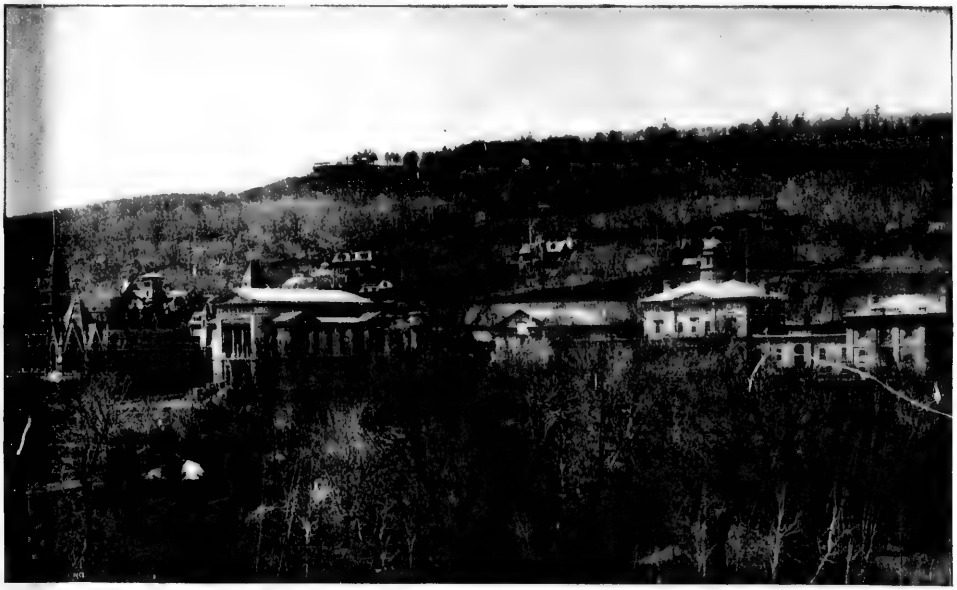
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serves. The new railway station of the same Company, shown on preceding page, is a model of convenience, and an ornament to the city. Its comfortable waiting rooms, for both first and second class passengers, are spacious and convenient. An elegant dining hall, serving meals and lunches at all hours, is kept in connection.



PARK DRIVE, MOUNT ROYAL. *From "Illustrated Montreal"*

Aside from the charming scenery in and about Montreal, several delightful side trips furnish attractions to the tourist with time at his disposal. If his approach to the city has not been made by way of the rapids, a pleasing trip will be by rail to Lachine, returning thence through the rapids, in the market steamer, which makes its daily morning trips to the city. St. Helen's Island, directly opposite the city, is a beautiful resort, and a portion of it has been set apart as a public park. It is easily reached by ferry, and is therefore the favorite resort of the masses on holidays. Athletic games and sports, picnics and various society celebrations, serve to render it a lively place during the summer season, and the visitor will seldom fail to find opportunities of enjoyment at any time. Swimming baths, belonging to the Montreal Swimming Club, are located



PLACE D'ARMES, MONTREAL. *From "Illustrated Montreal"*

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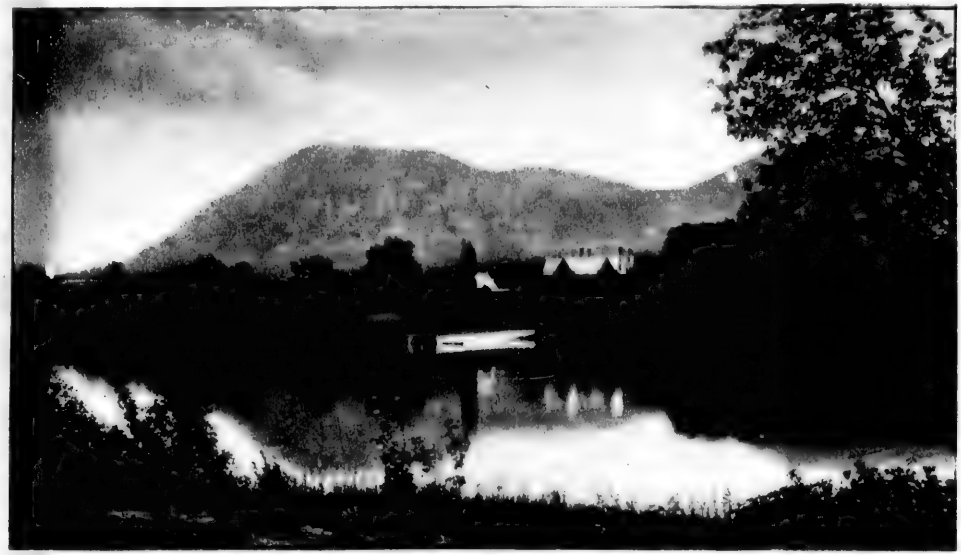
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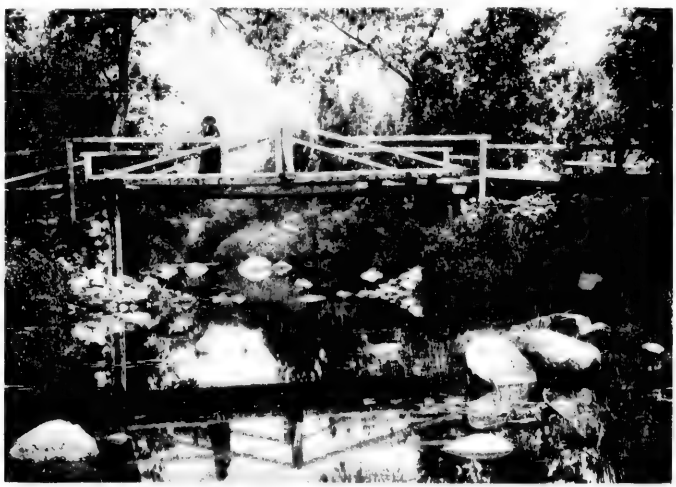
17 to 29 Mill St., MONTREAL.

on its southeastern shore, and the remnants of departed military glory in the shape of a dismantled battery, some ancient block houses and barracks, and a graveyard, are reminders of the fact that it was once occupied as a point of considerable importance, commanding the approach to Montreal harbor.



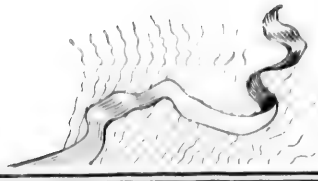
BELŒIL MOUNTAINS.

One of the most attractive summer resorts in the vicinity of Montreal, and one which is rapidly growing in popularity, is the beautiful and elevated plateau known by the above title. It is reached by the trains of the Grand Trunk Railway to St. Hilaire, and the frequent train service on the Portland and Quebec line makes it very accessible, there being five daily trains each way between Montreal and St. Hilaire. This resort, in addition to the attractions of delightful scenery and a healthful, invigorating atmosphere, affords excellent fishing, boating and bathing, a magnificent lake in the vicinity furnishing abundant opportunity for these recreations. There is a fine hotel, delightfully located on a high table rock, commanding a charming view of the adjacent country. There are also delightful promenades, secluded groves, and what is of the highest importance at a summer resort, the purest of spring water and perfect drainage.



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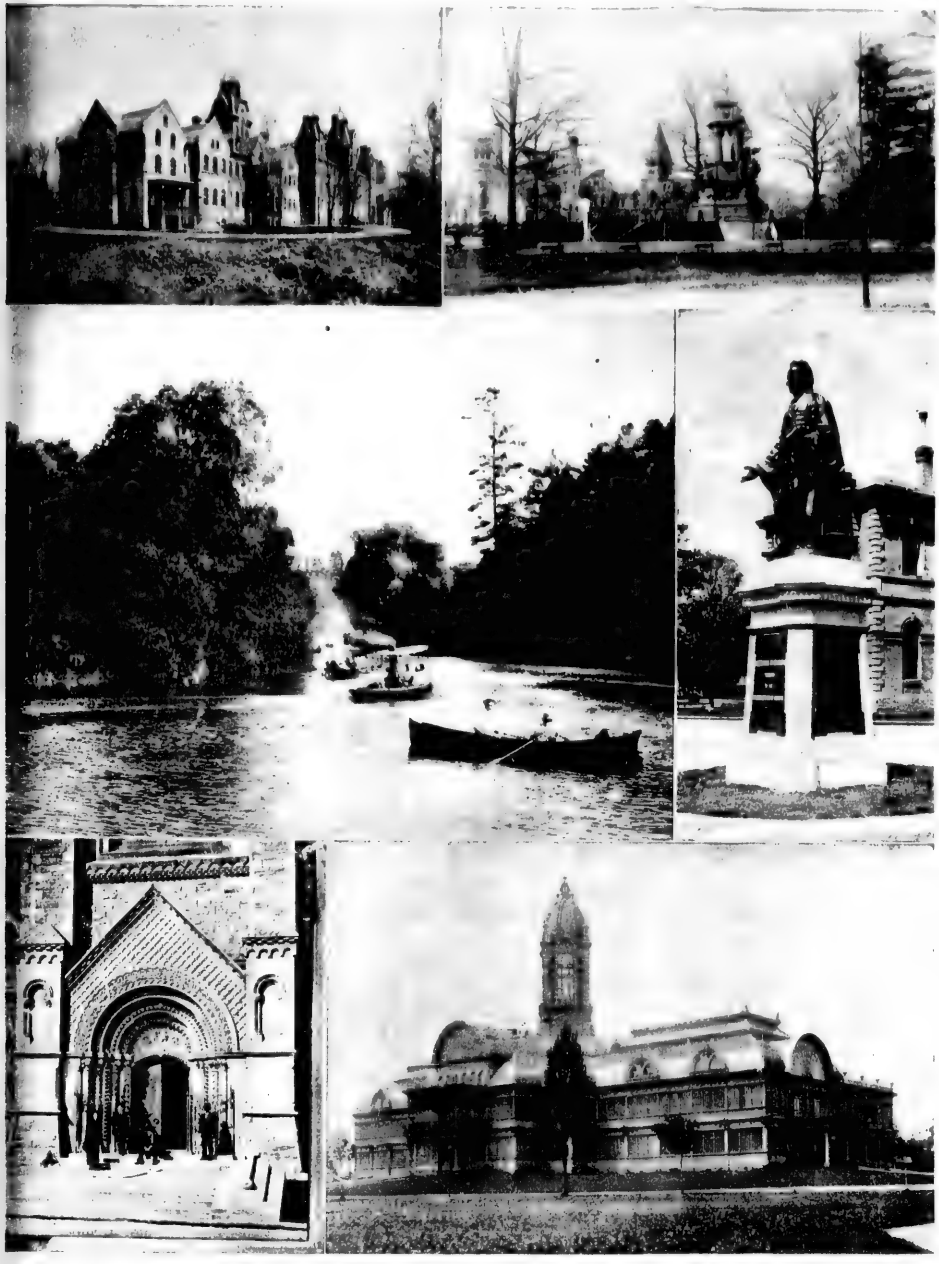
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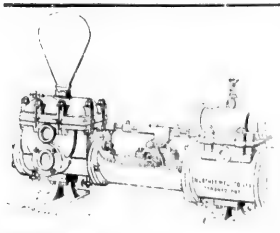
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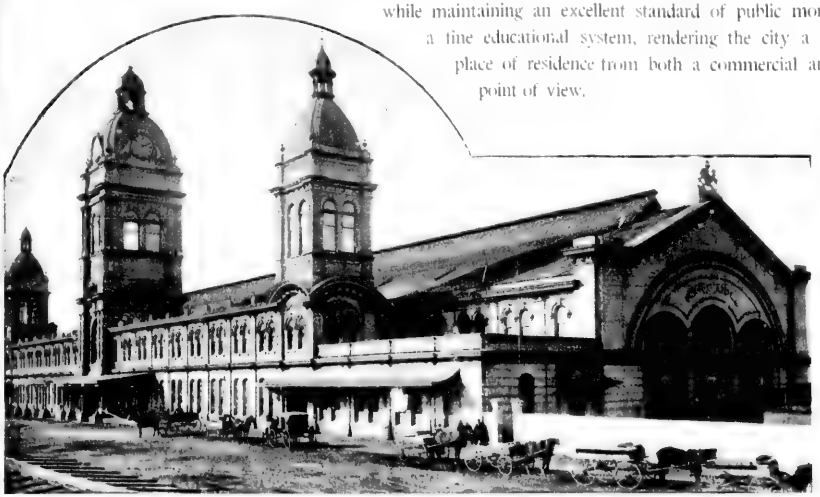
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· TORONTO, · THE · QUEEN · CITY ·

BEAUTIFULLY situated on the north shore of Lake Ontario, surrounded with lovely natural scenery, ornamented with charming public parks, elegant buildings, and hundreds of church edifices, Toronto has an undoubted right to the title of "The Queen City of Canada," as well as a good claim to the sub-title of "The City of Churches."

The town was founded by Governor Simcoe, in 1794, and was given the name of York, by which title it was known until its incorporation as a city in 1834, when it received the Iroquois name it now bears. At that date it had a population of less than ten thousand, but gave promise of rapid growth, which has been fully realized, inasmuch as competent judges estimate the present population at little if any less than two hundred and twenty thousand.

This phenomenal growth is due largely to the energy and public spirit of her people, who have given substantial aid and encouragement to the location of new enterprises, and a hearty welcome to all new-comers, while maintaining an excellent standard of public morals, and a fine educational system, rendering the city a desirable place of residence from both a commercial and social point of view.



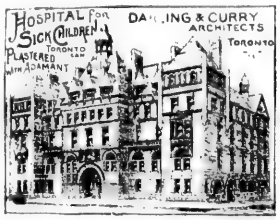
UNION DEPOT, TORONTO.

As a summer resort, Toronto has many attractions. Its climate, tempered by the lake breezes, is salubrious and delightful. Its beautiful bay, protected by the island from high winds or heavy currents from the lake, affords abundant facilities for aquatic sports, and regattas, carnivals, yachting trips and water excursions of every sort. Multitudes of steamers and ferry boats ply between the city and the pleasant parks and groves in the vicinity, and the pleasure-loving inhabitants and visitors give them abundant patronage. Hanlan's Point is the resort of the masses, and on pleasant days throughout the summer its avenues and walks are thronged with picnic parties and casual visitors. Lorne Park is about fourteen miles west from the city, and is a delightful piece of woodland, beautifully laid out, and free to all. Steamers make frequent trips to this resort, as also to Long Branch, Victoria Park and the Humber River.

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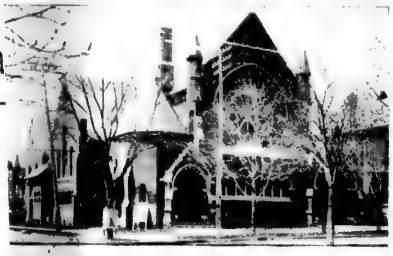
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Metropolitan Methodist Church.

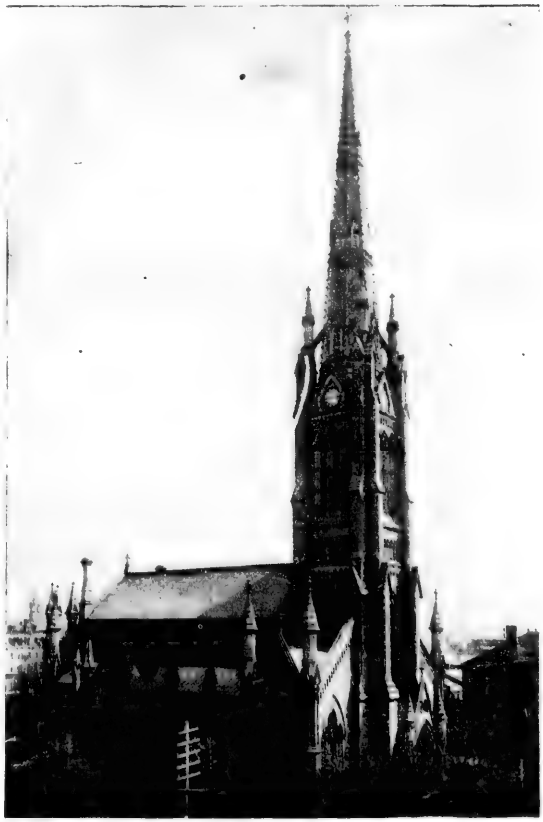
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2. New St. Andrew's Church.
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WRITE FOR QUOTATIONS

The city itself is more than ordinarily attractive. Many of its streets are broad and beautifully shaded, orned with elegant residences and stately church edifices. Within its limits are many beautiful parks, and its tlying suburbs, in several directions, are magnificent tracts of woodland, laid out in fine drives and broad enues. High Park, at the western terminus of the Queen Street car line, is a beautiful tract of four acres, with dulating surface, and wooded heights. Rosedale, at the northeast, is adorned with fine residences, while Queen's rk, the Horticultural Gardens, and other charming resorts are found in the heart of the city.

The suggestive title of the "City of Churches" will strike the visitor as singularly appropriate, in view of multiplicity of church structures, representing all denominational interests, in an endless diversity of architecture. e St. James Cathedral, on King Street, is ıspicuous by reason of its spire, said to the highest in America, while a multitude other costly and imposing edifices greet eye on every hand.

Toronto is the centre of the public sys- of education for Ontario, and in its cessful workings the people take com- ıdable pride. Educational affairs are placed charge of a department of the Govern- ıt, presided over by a Minister of the wn, responsible to the Legislature. The lic schools in Toronto are an index of ular sentiment on this paramount ques- of education. The buildings are thor- ıly modern, the teachers efficient, and system the embodiment of the best sug- ons. At this writing there are in To- 46 public schools with 447 rooms, mmodating 24,200 pupils. The sepa- schools carried on under public authority he Roman Catholics are large and effi- institutions. There are two collegiate utes—a Normal School for the train- of teachers, and the great University of nto, the keystone of the educational



1. Wellington Street. 2. Spadina Avenue.

The beautiful and historic building ıe University was destroyed by fire in ıary, 1890, and the work is thus car- on amidst serious difficulties. The res- ion of the building is rapidly proceeding, before long the great University will a better home than ever before. Among the other institutions of learning in the city, maintained by the c, are the Model School and Upper Canada College, the latter an institution of historic interest, and the mater of some of the most distinguished men Ontario has ever produced. Toronto is also the seat of ty University and McMaster University, as well as of a number of great colleges affiliated with the University Toronto. There are besides two Medical Schools, a College of Pharmacy, a Veterinary College, two great ges of Music, and many other institutions of learning. The public library is, in truth, a public library, tained wholly and directly by public funds, and open freely to all classes. It is accommodated in a spacious elegant building, well arranged for the purpose.

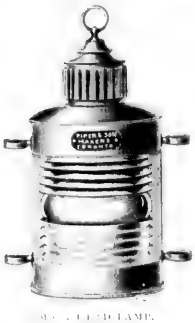
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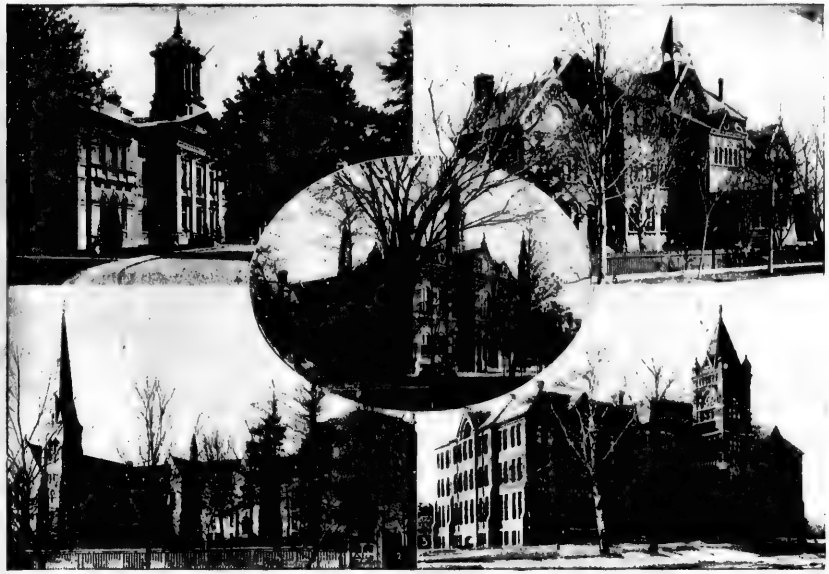
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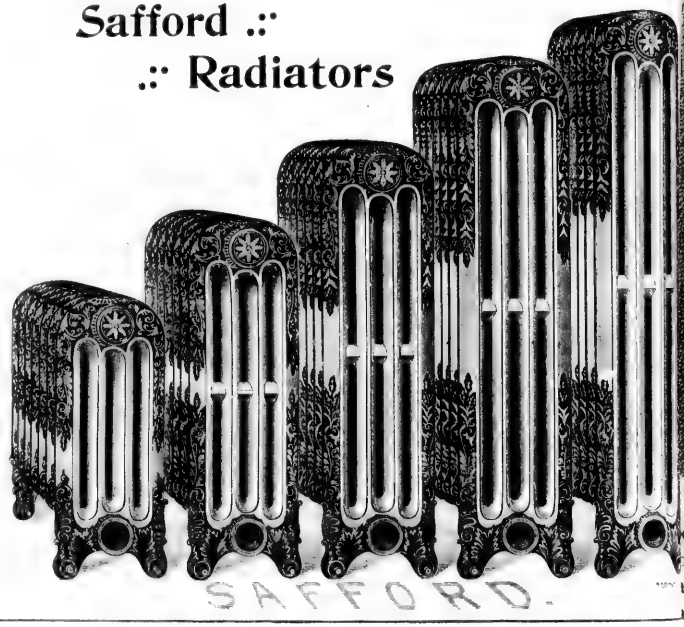
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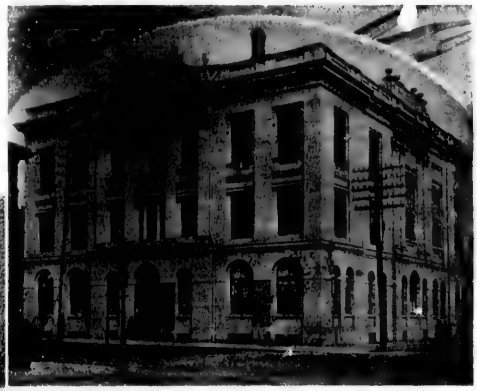
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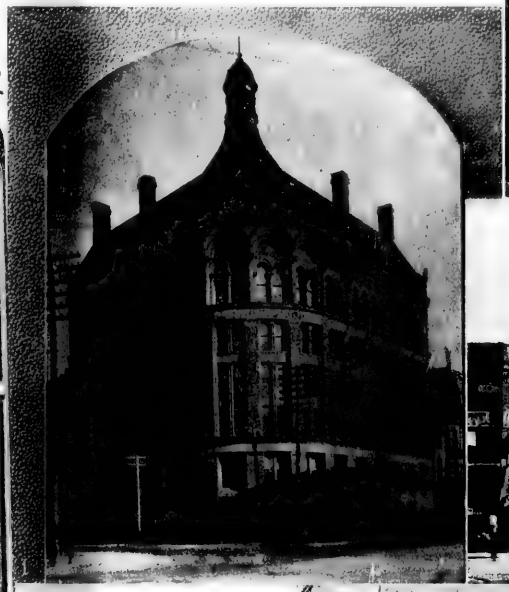
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MANAGER.

The Board of Trade building, a view of which we give below, is a fitting illustration of the city's commercial enterprise. This element of Toronto's prosperity is well set forth in the remark of a Chicago business man, who was asked his impressions of Toronto, to which he replied, in words more forcible than elegant, "Well, she is business, from the word go."







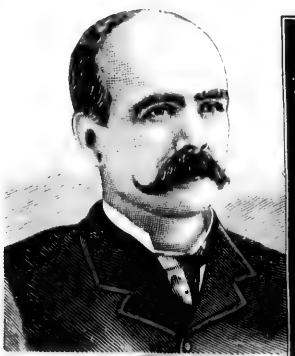
Toronto is also a favorite point for excursions and summer tours. The trip across Lake Ontario by steamer, and thence by rail to Niagara Falls, is one which meets with much favor among summer visitors, and is comparatively inexpensive. The Richelieu & Ontario Navigation Co. also take this the starting point for the St. Lawrence River trip to Montreal, Quebec and the Saguenay River, complete illustrated descriptions of which localities will be found elsewhere in this publication, with their attractions specifically set forth.



1. Board of Trade. 2. Yonge Street. 3. Jarvis Street.



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FOUNDED 1874 INCORPOR^D 1881

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37,171
Total Benefits Paid,
$972,179.13
Cash Reserve on hand 1st June,
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ASSESSMENT SYSTEM

The following figures, indicating the number of Applications dealt with and disposed of by the Medical Board, during the months of 1892, show that the Independent Order of Foresters continues to be as prosperous as ever: **JANUARY**, 1,195; **FEBRUARY**, 1,513; **MARCH**, 2,513; a total of 5,444, of which 5,105 were accepted and 339 declined.

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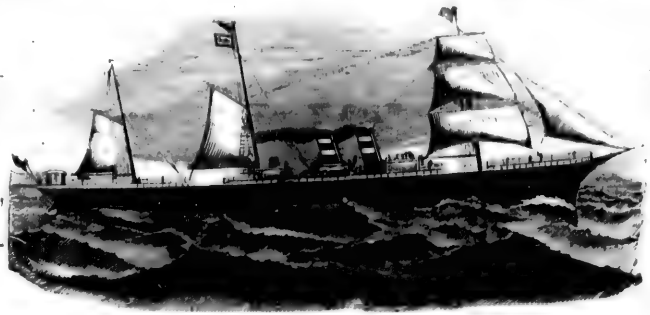
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"Lake Ontario."
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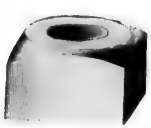
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· QUEBEC · AND · THE · SAGUENAY ·

AN interesting side trip from Montreal is that to the ancient walled city of Quebec, a locality of much historic interest, and equally pleasing from a scenic point. Thousands of tourists visit the city in the season of summer travel, on their way to the famous Saguenay River, or the equally famous White Mountain resorts. No tourist who has the time at his disposal should fail to make the trip, either by rail or boat, or combination of both, facilities for which are at his command.

The route from Montreal to Quebec is *via* the Grand Trunk Railway, or by the Richelieu & Ontario Steamship line *via* the St. Lawrence, as the tourist's inclination may lead. The view of the city, as approached from the river, is singularly impressive. Unlike any other city on the American continent, its situation and surroundings make it an object of striking interest. The fortifications, with their towers and battlements, frown upon you from the Plains of Abraham and from the lower town, and there surrounds the place an air of mediævalism once novel and attractive. It is one of the oldest cities of America, as well as one of the most interesting. It was founded in 1608, and its history is replete with events of tremendous importance. The scene of many a battle and of untold carnage, the crowning event of all was the memorable engagement which transferred half a continent from France to Britain, and immortalized the names of both the victor and the vanquished.



VIEW FROM THE FORTIFICATION.



THE CITADEL AND GLACIS.

The city consists of two divisions, known as the upper and lower town. The upper town includes within its limits the Citadel of Cape Diamond, which covers the entire summit of the promontory, embracing an area of more than forty acres. It rises to the height of 345 feet above the river, and from its commanding position and the strength of the fortification, has been not inaptly entitled the "Gibraltar of America."

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SLATE, METAL, AND GRAVEL ROOFER,

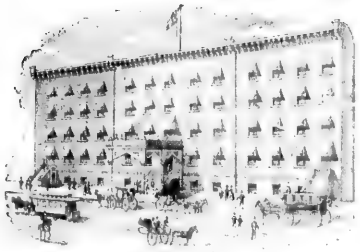
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Tourists staying at other Hotels are especially invited to visit "THE FLORENCE" and also enjoy the magnificent view to be had from its verandah.

"THE FLORENCE" is the most pleasant, attractive and comfortable tourists that can be found on this continent. Its location is unequalled, and ramic view to be had from the balcony is not even surpassed by the world Dufferin Terrace, as it commands a full view of the River St. Lawrence, the Valley, Montmorency Falls, Laurentian Range of Mountains, and overlooks part of the City.

Rooms with bath and en-suite elegantly furnished and well ventilated, and sine FIRST-CLASS.

Street Cars pass the door every five minutes.

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Iron balconies and iron stairs from every floor. Perfect safety assured.

"THE FLORENCE" HOTEL OBSERVATION CARS run every fifteen m to 10.30 p. m., to the Basilica, the Post Office, Grand Battery, Dufferin Ter House, Governor's Garden, Ursuline Convent, House where Montgomery wa Hall, Union Club, the foot of the Citadel and the Parliament Buildings.

"THE FLORENCE" BEING THE CENTRE of all these interesting p round trip is made in 30 minutes. Passengers are landed and taken at Fare, five cents.

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The shape of the city is triangular, the St. Lawrence and St. Charles rivers forming the two sides, with the Plains of Abraham for the base. The river fronts are defended by a continuous wall on the very brow of the cliff, with flanking towers and bastions, loopholed for musketry and pierced for cannon. On the west side, a heavy triple wall, with trenches between, formerly guarded that approach, but much of it is now demolished.

The nationality of the inhabitants is strongly French, and a visitor from the States can easily fancy himself in a city in France, so decidedly un-American are all his surroundings. The quaint houses, the steep and tortuous streets, especially of the oldest portions of the city, and the almost universal use of the French language in the ordinary channels of trade, require no stretch of the imagination to practically transport one to the old world, and give a glimpse, as it were, of a foreign country. This characteristic is even more marked in the suburbs of the city, being emphasized by the primitive methods of agriculture, and the women in the fields. The view from the Citadel, owing to its elevation, is surpassingly grand and comprehensive. The majestic St. Lawrence, alive with sailing craft of every kind, stretches before the vision in both directions, seeming like a band of glistening metal, beautifying the scene and giving animation to the picture. Directly below lie the crooked streets of the lower town, teeming with humanity, while its busy population, so far beneath, seem like pigmies, and you look upon the glistening roofs of the houses and down the very throats of the chimneys, into which it would seem an easy matter to toss a pebble. Looking to the eastward, the Plains of Abraham are spread out before you, together with the bluffs scaled by Wolfe and his brave soldiers in the preparation for the assault that ended in victory, but cost the lives of both commanders. The spot where Wolfe fell is marked by a handsome monument. Directly across the river is the settlement of Point Levi, and down the stream the beautiful Isle of Orleans may be seen. This pleasant resort may be reached by ferry from the city, and it affords delightful drives, giving views of the Falls of Montmorenci, the Laurentian Mountains, and other objects of interest. The Falls of Montmorenci are among the most interesting of the objects which secure the visits of tourists to Quebec, both on account of their own attractiveness and the pleasant



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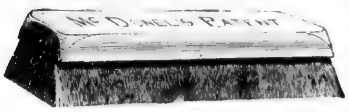
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PORT STANLEY, ON.

drive by which they are reached. The "carters" of Quebec are as numerous as those of Montreal, and the roads around the city and in the country adjacent are among the finest to be found anywhere. The ride of eight miles all to quickly brings you to the River Montmorenci, and here you gaze upon historical ground, it being the scene of the battle of Montmorenci, which immediately preceded Wolfe's final victory at Quebec. Leaving your carriage, and paying a small fee for the privilege of crossing private grounds, you descend the bank of the river to look up at the fall from below. The river here pours over the cliff into the St. Lawrence, broadening at the edge to about 50 feet, and falling 250 feet, in a sheeny vail, half water, half spray, not sublime, nor even grand, but exquisitely beautiful.

Returning to Quebec, the views of the city are enlivened by the peculiar feature of glistening towers and roofs, so noticeable in connection with many Canadian cities. The sunlight, glancing from the metal-covered roofs, spires and dormer-windows, which, owing to the tortuous windings of the streets, are set at every conceivable angle, produces a sparkling effect. The road leads through quaint old hamlets, and the cottages with their picturesque dormer-windows, the thatched-roofed outbuildings, and the peasant-like appearance of the people, almost leads one to fancy that the rural districts of France or Switzerland are the scenes through which his trip is made.

THE SAGUENAY RIVER.

This is the largest affluent of the St. Lawrence, which it joins about 130 miles below Quebec. The scenery of the Saguenay is strikingly grand and romantic, and unlike anything else east of the Rocky Mountains. It is usually visited by boat, and the trip down the St. Lawrence to Tadousac, at the junction of the two streams, and up the Saguenay, among its wild scenery, should be made, even at the expense of slighting some other point of interest lying in the highways of fashionable travel. Leaving Quebec by the steamers of the Richelieu & Ontario Navigation Co., you pass through some remarkably fine scenery, in which the noble St. Lawrence abounds, the river being in some places thirty miles in width, and dotted with a multitude of islands, abounding in game. The Falls of St. Anne are on the river of that name, which enters the St. Lawrence off the lower end of Orleans Island, through a bold ravine. The quarantine station on Grosse Isle is passed, and is associated with sad memories of the famine in Ireland. It received twenty thousand plague-stricken emigrants, of whom six thousand now lie in a single grave, marked by a stone monument.



TADOUSAC BAY, SAGUENAY RIVER.

Ninety miles below Quebec is the fashionable watering place known as Murray Bay. The river is here twenty miles wide, and the tides have a range of twenty feet in height. On the south shore of the river, still further down, is Riviere du Loup, a place of some importance, and six miles below it is Cacouna, already quite famous as a pleasure resort, and yearly increasing in popularity. Across the river from Cacouna is Tadousac, at the mouth of the far-famed Saguenay, formerly a place of some commercial importance as a post of the Hudson Bay Company, and one of the first towns on the St. Lawrence fortified by the French. It has a good hotel, near which is a little church over 250 years old.

ROOT'S Spiral Riveted Water Pi

For Hydraulic Mining, Water Works, Ranch and Railroad Water Sup

Also Used for Ventilating Purposes.



This Pipe was Recommended after a Careful Test by the Engineers of the Grand T
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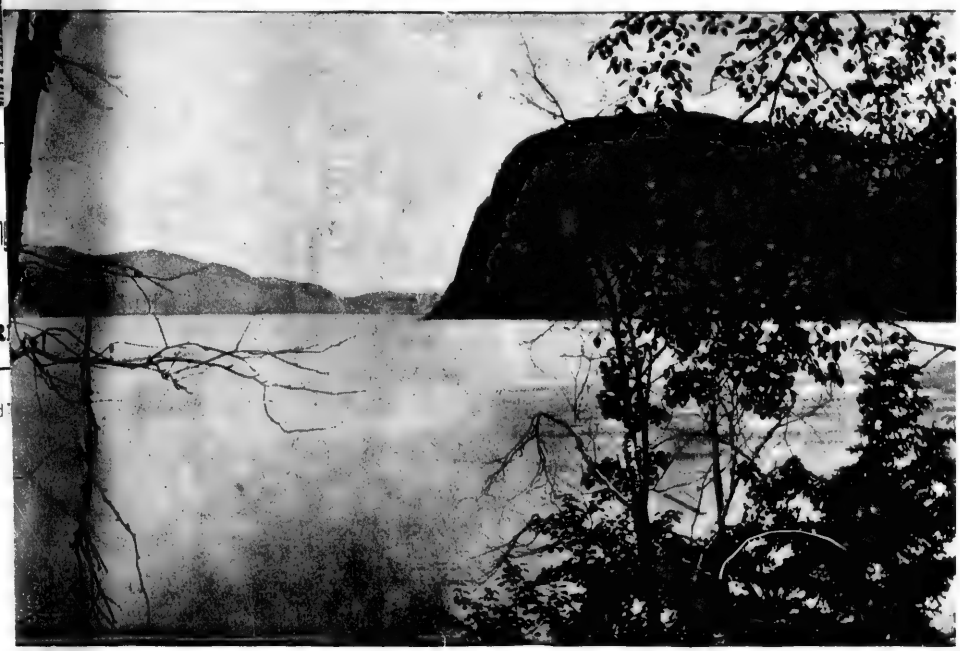
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OMPANY,
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. WARD, Secy. and
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oals
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The Saguenay River is remarkable, not only for its great depth, but also for the marvelous height of its banks. It seems to flow through a rift in the Laurentian Mountains, which appear to be cleft, as it were, to the very foundations, the height of the cliffs rising from the edge of the river being equaled only by the depth to which they descend below the surface. The source of the river is 130 miles from its junction with the St. Lawrence, in Lake St. John, which is fed by eleven rivers, draining an immense watershed, the great volume resultant pouring through this remarkable gorge, in many places unfathomable. At St. John's Bay, 27 miles above Tadousac, the water is one mile and a half in depth, and but little less at Eternity Bay, six miles beyond. At the latter place, the wonderful capes, Trinity and Eternity, like giant sentinels guard the entrance, rising 1,500 and 1,900 feet, respectively, above the water.



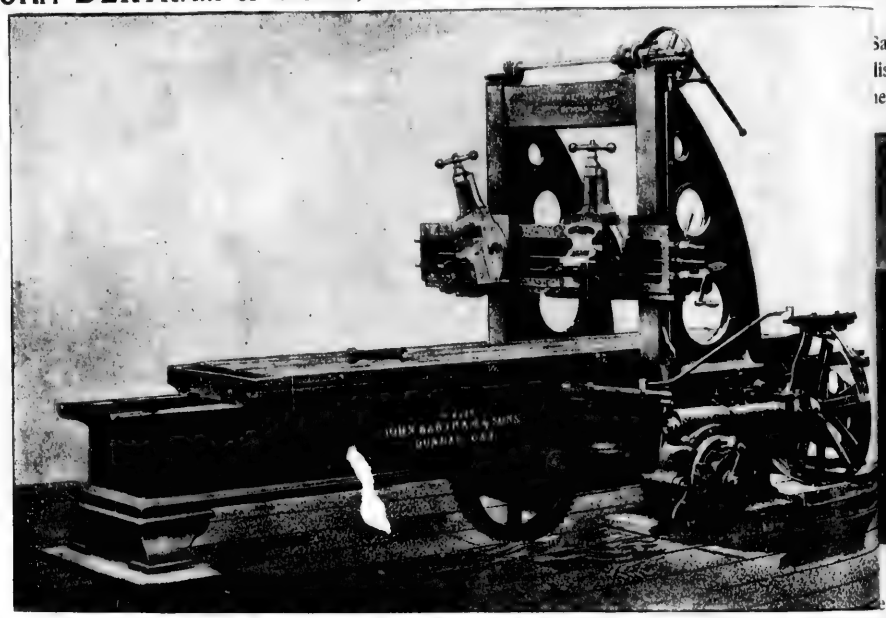
CAPE ETERNITY, SAGUENAY RIVER.

Ha-Ha Bay is sixty miles above Tadousac, and is nine miles long by six wide. It has also been named rand Bay. The first-named title is said to have come from the exclamations of delight which sprung from e lips of the navigators of the river on its discovery; and in contrast with the gloomy and forbidding aspect the lower portions of the river, it would seem that such an outburst might be perfectly natural. The mountns around Ha-Ha Bay abound in whortleberries, or blueberries, as they are here called, and a very important dustry with the natives is the gathering and shipment to market of the bountiful harvest thus kindly furnished nature, the picking season extending from the middle of July until the falling of the snow, and the supply ing inexhaustible.

Chicoutimi, a few miles beyond, is at the head of navigation, the river being obstructed beyond this poi t rapids and falls. Lumbering is one of its important industries, the immense forests of the vicinity being yet almost in their virgin state, and the harbor accessible to the largest vessels, thus giving it natural facilities \ great value.

JOHN BERTRAM & SONS, DUNDAS, ONT.,

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ACHINISTS' TOOLS,
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The fishing in the Saguenay River and its tributaries is one of the chief attractions to the sportsman. Salmon abound, and the quality of the fish taken from such deep, cold water can readily be inferred by the disciples of Walton. Game also abounds in the forests, some specimens being well worthy of the skill and nerve of the trained hunter. Those to whom the hunting grounds of the more densely populated sections of country have become tame and uninteresting will here find novelty, with an occasional spice of genuine excitement.



HA-HA BAY, SAGUENAY RIVER.

An interesting feature of Trinity Bay, inclosed as it is with frowning walls, is its wonderful echo. The whistle of the steamer or the discharge of a cannon is the usual test of its powers of repetition. On the occasion of the visit of the Prince of Wales and his suite, a heavy 68-pounder was fired from the deck, near Cape Trinity. The result is thus described by one of the party: "For the space of half a minute or so after the discharge there was a dead silence, and then, as if the report and concussion were hurled back upon the decks, the echoes came down crash upon crash. It seemed as if the rocks and crags had all sprung into life under the tremendous din, and as if each was firing 68-pounders full upon us, in sharp, crashing volleys, till at last they grew hoarser and hoarser in their anger, and retreated, bellowing slowly, carrying the tale of invaded solitude from hill to hill, till all the distant mountains seemed to war and groan at the intrusion."

But we must take a regretful leave of the Saguenay, with the feeling that but faint justice can be done its wonderful attractions. It has been tersely described by a writer as a "region of primeval grandeur, where man has done nothing and nature everything; where, at a single bound, civilization is left behind, and nature stands in unadorned majesty; where Alps on Alps arise; where, over depths unfathomable, through mountain gorges, the steamer ploughs the dark flood on which no sign of animal life appears." A better summing up of its peculiar features, in so few words, it would be difficult to find, and the tourist who visits the locality will find no occasion for regrets, unless it be that want of time permits only hurried visits to places where hours and days might be enjoyed in realizing the sublimity and grandeur of



CHICOUTIMI, SAGUENAY RIVER.

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10,000 MILES

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HOTEL ROBERVAL, LAKE ST. JOHN,

Recently enlarged, has first-class accommodations for 300 guests, and is run in connection with the "Island House," a new hotel built on an island of the Grand Discharge of Lake St. John, in the centre of the "Ouananiche" fishing grounds. Daily communication by the new fast steamer across the lake. The fishing rights of Lake St. John and tributaries, an area of 20,000 square miles, are free to the guests of the hotel.

New Hotel Accommodations at Lake View House, Lake St. Joseph, a pleasant summer resort, and at Laurentides House, Lake Edward, with excellent trout fishing.

For information as to hotels, apply to hotel managers; for folders and guide books to ticket agents to all principal cities.

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and the many resorts reached therefrom; St
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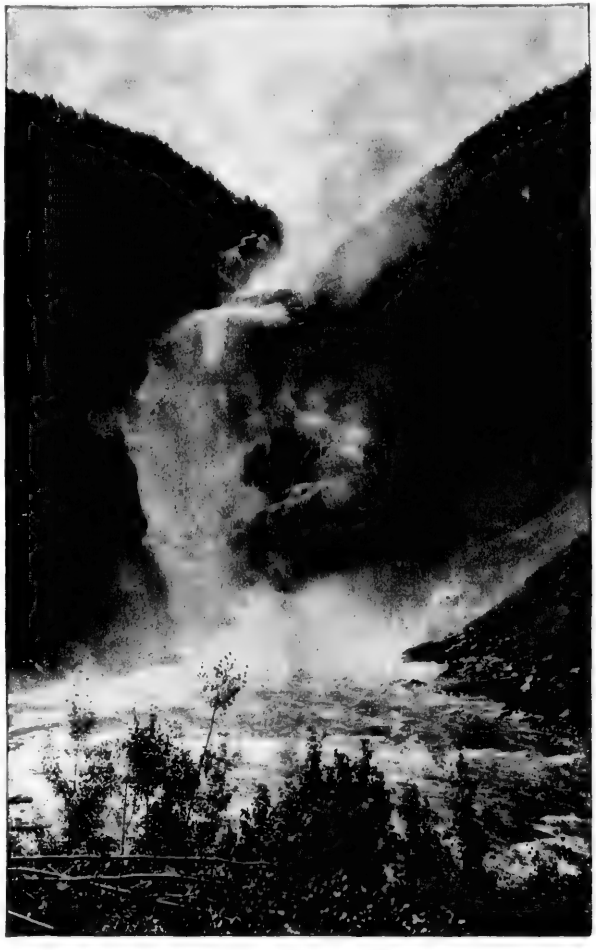
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LAKE SAINT JOHN.

Among the attractive trips to be made from Quebec is that to Lake St. John. The trains of the Quebec & Lake St. John Railway traverse a fertile section of the country, interspersed with wild forest scenery, and quaint hamlets and Indian settlements. The lake is 190 miles from Quebec, and is the largest in the Province. It is the source of the famous Saguenay River, and is fed by several large streams. Its waters abound in fish, comprising land-locked salmon, pickerel, pike, trout, cusk, perch, dace, etc. The village of Roberval, on the shore of the lake, is becoming famous as a summer resort, and has a commodious hotel, of excellent repute.

The scenery of the Lake St. John region is peculiarly impressive, and when to this attraction is added the abundance of fish and game, it is not to be wondered at that the locality is every year becoming more widely known and more extensively visited by tourists, especially by those who desire to study nature in her wilder moods. This lake, and its tributary waters, are the home of the Ouananiche, or land-locked salmon, the gamiest fish that ever tested the skill of the angler. From early in June to late in September, the most exciting sport is to be had here, and the followers of Walton come from all parts of the country to match their skill against his prowess. When captured, the game is well worth the conquest, its flesh being considered superior to that of the ordinary salmon. The tributary streams abound in spotted trout, many of which are of large size, weighing from ten to fourteen pounds each. The forests afford noble sport for the huntsman, who will be able to test his markmanship on bears and other large game. In short the region is a veritable sportsman's paradise, and well worthy a visit from the lover of the rod and gun.



OUIATCHOUAN FALLS.

A favorite sport with the more venturesome is that of shooting the rapids, which are numerous on the streams flowing into the lake. The descent to Chicoutimi by canoe, through the Belle Riviere and Lakes Kenogami and Kenogamichiche, is a grand trip, excelled only by the shooting of the wild rapids of the Grande Discharge, a distance of some forty miles, to the head of steamboat navigation on the Saguenay, interrupted by a few portages around cascades which are too perilous to be passed in boats. This trip should made in charge of the experienced canoemen who make it a specialty, and who are thoroughly acquainted with the channel, and fully competent to guide a canoe through its tortuous windings.

"Quality Has Sealed Our Success"

Copy of Cablegram received from the Directors of Port Sunlight, near Birkenhead, England.

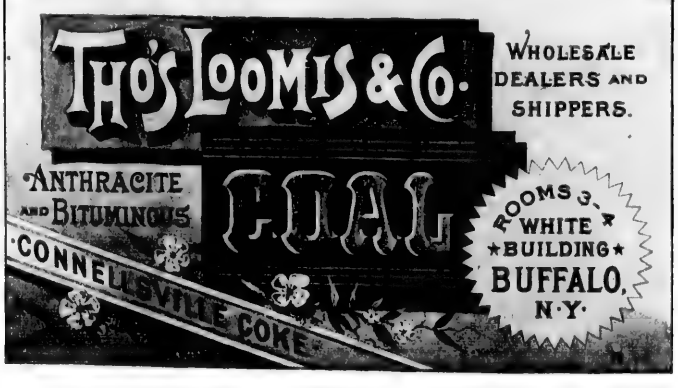
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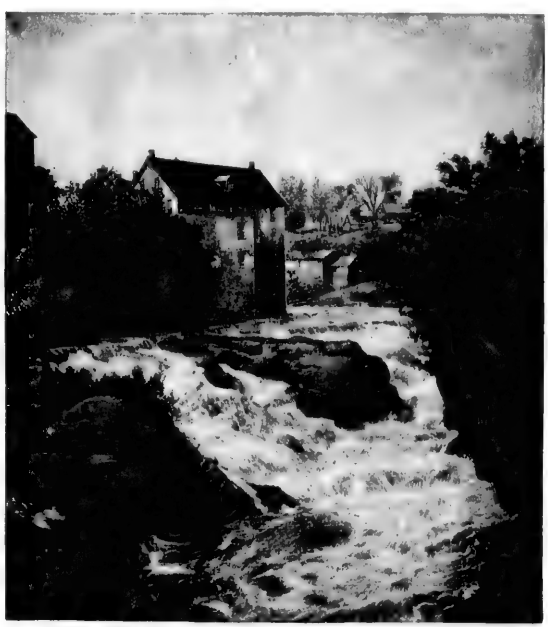
WITHIN the compass of a day's ride, is the journey by the Portland Division of the Grand Trunk Railway from Montreal to the sea-shore, passing through the very heart of the White Mountains on the route; but the day thus occupied must live long in the memory of those who have enjoyed its majestic beauties.

" . . . On every side
The fields swell upwards to the hills; beyond,
Above the hills, in the blue distance, rise
The mountain columns with which earth props heaven."

Nowhere in the space of a day's ride on the American continent, can there be found crowded into the short ace of "from sun to sun" a more diversified collection of beautiful landscape scenery than that spread out grand panorama before the occupants of a parlor car on the route about to be briefly described.

Crossing the great Victoria Bridge at Montreal, the train runs near the broad St. Lawrence River for some stance, affording views of the rich and stately city on the opposite shore. Passing the Boucherville Mountains the left, it soon crosses the Richelieu River, under the very shadows of Belœil Mountain (mention of which is been made in a preceding chapter), with the high ridges of Rougemont farther distant. For some distance , the route is over a rich and level country, inhabited by an industrious French peasantry, and affords con- uous views of the Yamaska Mountains, until the populous French town of St. Hyacinthe is reached, its aint appearance and the great Roman Catholic colleges attracting attention. After crossing the Yamaska River, considerable expanse of open and comparately level country is traversed, with quaint le hamlets seen now and then on either side. om here on, for the space of an hour, the ute lies through a thinly populated forest ntry, until descending into the valley of the Francis the line crosses that river on a dge 320 feet in length, and the charmingly turesque village of Richmond is reached, this ng the junction of the Quebec branch of Grand Trunk Railway.

The banks of the beautiful stream of the Francis are followed after leaving Richnd for twenty-seven miles. Seldom does eye rest on a more lovely combination of valley scenery, especially if viewed with glimmer of the early morning sun upon Passing the romantic island-strewn rapids Big Brompton Falls, and traversing many extensive cutting and costly embankment, line reaches the prosperous and busy town Sherbrooke, situated at the junction of the og and St. Francis Rivers, amidst a beautisurrounding country. Near the village are long Rapids of the Magog.



RAPIDS OF THE MAGOG, AT SHERBROOKE, QUE.
Portland Division, Grand Trunk Railway.

Are You Bothered with Leaks in Your Line Steam Pipes?



OUR IMPROVED

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Will Remedy the Trou

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FEED-WATER HEATER

In Use by the Grand Trunk Railway of Canada, Montreal Shops.

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THE BEST RESULTS.
HIGHEST GRADE.
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Sole Manufacturers,

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OF MASSACHUSETTS.

8 Oliver Street, BOSTON.



OLD COVERED BRIDGE, OVER ST. FRANCIS RIVER, AT SHERBROOKE, QUE.

The next point of interest on the route is Lennoxville, at the confluence of the St. Francis and Massawippi Rivers. This is the seat of Bishops' College, an institution of high repute, under the care of the Episcopal church, with preparatory schools attached. It has been called "the Eton and Oxford of young Canada." Copper mines are worked in the vicinity, while not far distant is the beautiful Lake Massawippi, nine miles long by about one and one-half miles broad, swarming with many kinds of fish, among them trout, pike and bass.

A little beyond, the line enters the valley of the Coaticoke, which it ascends to the United States frontier. The foot-hills of the Green Mountains are seen on the right, Norton and Middle Ponds being passed on the west. Ascending the pretty valley, the train soon reaches Island Pond, Vt., the frontier station, with its well-appointed summer hotels and railway dining-rooms. The traveler having passed from the dominion of Her Majesty, sees again the "broad stripes and bright stars," under whose protection the remainder of the



ON THE CONNECTICUT RIVER, NEAR NORTH STRATFORD, N. H.
Portland Division, Grand Trunk Railway

A Homelike Place for Professionals



C. REINHART, Proprietor.

Commercial Hotel

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GUELPH, ONT.

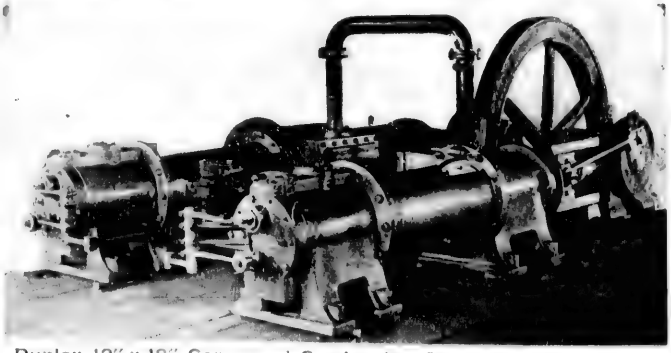
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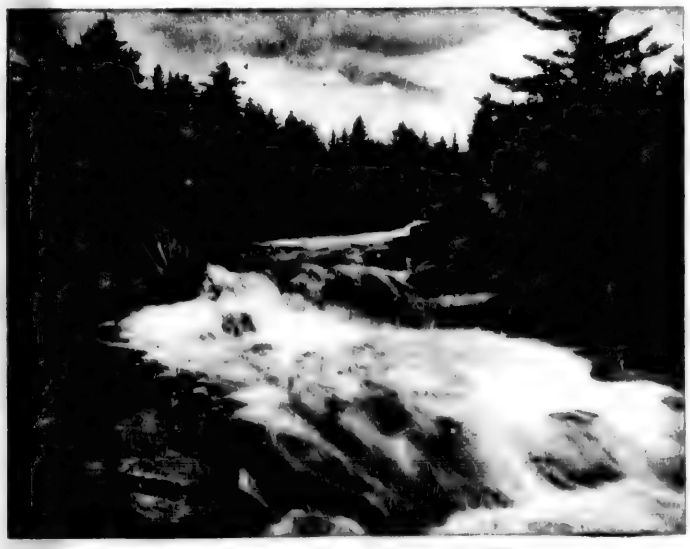
Duplex 12" x 18" Compound Condensing Steam Air Compressor,
WITH HALSEY'S PATENT POSITIVE MOTION AIR VALVES

journey to the mountains and the sea will be accomplished. The waters of Island Pond are about two miles in length, surrounded by a hard beach of white quartz sand. The views from Bonnybeag and other adjacent hills are of much interest and extreme beauty. Many of the drives in the vicinity are famous. The streams and waters in close proximity abound in many varieties of fish, chief of which is the spotted brook trout.



DEVIL'S SLIDE AND STARK VILLAGE

The route now follows a natural terrace, past Spectacle Pond, down the long Nulhegan valley, thence through a vast forest, whose ridges rise in rapid succession. Soon after crossing the Connecticut River, North Stratford is reached. This is the junction of the Upper Coos Railroad, for Colebrook and Dixville Notch. The line follows the Connecticut valley for about twelve miles, passing beautiful meadows, prolific with vegetation, and bordered by mountains on either side. The scenery is a combination of the beautiful and the frowning, and of high interest to the traveler. The whitened summits of Percy Peaks soon appear to the left, and remain in sight for about eight miles as the road slowly rounds them. Beyond Stratford Hollow the line leaves the Connecticut valley, and passes over to the Ammonoosuc, Cape Horn and Pilot Mountains appearing on the right, with the rich plains of Lancaster beyond, and we reach Groveton Junction, where the Grand Trunk meets the Concord & Montreal Railroad (White Mountains Division) and passengers for Jefferson, Bethlehem, Fabyans and the Franconia Mountains change cars, Fabyans being only forty miles distant, and close connections being made with the trains. There is some remarkable scenery in the vicinity of Groveton. Coming from the south toward the village, the Percy Peaks will attract the attention of the most indifferent observer, on account of both of their symmetrical form and color. The village itself



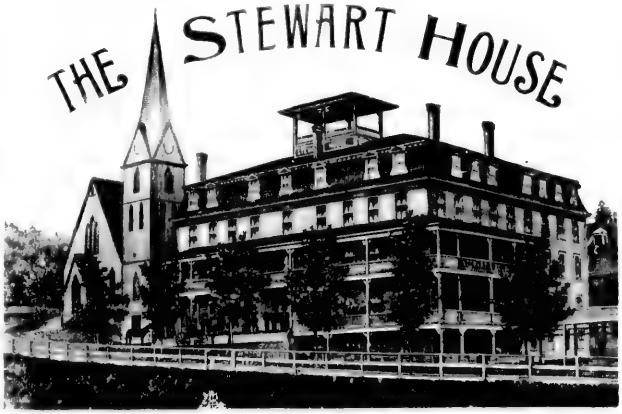
BERLIN FALLS, ON THE ANDROSCOGGIN RIVER

The Stewart House

Is a modern structure, eligibly located, possessing large rooms, comfortably furnished. From the rooms and the broad verandahs, guests are afforded most delightful views of the mountains and the lake. **All Trains Stop** at this station from one to two hours for examination of traveler's baggage going to or coming from Canada, thus allowing ample time for the enjoyment of the bountiful table always spread at the Stewart House, for which it is justly noted. **Terms $2 per day;** $7 to $10 per week, according to rooms selected. Families or tourist parties will find it to their advantage to communicate with the proprietor for special terms and accommodations for long or short periods. **Early Trains** leave Island Pond early every morning, for the East and West, thus affording to travelers an opportunity of all hours, even during nights. Sleeping and parlor cars. **A Sojourn** at a few weeks at the Stewart House, [illegible] Island Pond [illegible] Vermont [illegible]

Picturesque ISLAND POND Vermont

Perfect Natural Drainage.
ABSOLUTELY . .
PURE WATER . .
From Mountain Springs.



A POPULAR SUMMER RESORT

STEAM HEAT — LIVERY — BATH ROOMS

A Covered Walk connects the Stewart House with the G. T. Railway Station.

C. M. DYER, Proprietor, ISLAND POND, VERMONT.

Island Pond, Vermont,

Is a town of 2000 inhabitants, situate in the extreme northeast corner of Vermont, near the boundary line of Canada. It is 1400 feet above sea level. This locality is the natural water-shed between the Atlantic Ocean on the south, and the Gulf of St. Lawrence on the north. The name "Island Pond" suggests a close proximity to water, and the town is located upon one of the most charming of the many beautiful lakes which, with its mountains, have made the State of Vermont famous throughout the world.

The Lake is two and a half miles long, and one mile wide, holding within its encircling waters most beautiful islands, some thirty acres in extent. During the summer season, when the tiny barks canoes and larger craft are gliding back and forth over the bosom of the lake, the scene is one of [illegible] The roads are in excellent condition, rendering most pleasant and affording the visitor abundant opportunity to the full enjoyment of the grand scenery which abounds on every hand.

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DETROIT, MICH.

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Telephone Orders from any part of the State immediately filled.

is surrounded by mountains. Cape Horn, three miles from Groveton (elevation 2735 feet), can be ascended without difficulty.

Soon after starting from Groveton Junction, the train crosses the Ammonoosuc River, with Cape Horn and Mt. Bellamy on the right, and the Percy Peaks and Bowback Mountains on the left and front. Portions also of the Stratford and Sugar-loaf Mountains are seen to the north, and on the other side the Pilot Mountains soon swing into view. As the train speeds to the east, the south peak of the Percies advances over the higher north peak, and finally eclipses it. The line leaves the river for about four miles and runs under the Pilot Mountains, then crosses the river and stops at Stark, with the precipice of the Devil's Slide on the left and Mill Mountain close at hand on the right. The former is a sheer cliff 600 feet high, and bears evidence of ancient natural convulsions. Mill Mountain is 2000 feet high, and is sometimes ascended from Stark by a walk of one and one-half miles through the wood. Beyond Stark water-station fine views are given on the right and in retrospective, including the Pilot and Crescent Ranges, the Percy Peaks, Green's Ledge (sharply cut off on the south). The summits are seen to good advantage across wide and apparently level plains, and present a specially fine prospect. Just before and after leaving the station at West Milan, the traveler who looks forward from the right side of the train gains a beautiful, distinct view of the Presidential Range, arranged in stately order. The view down the river from Milan is very beautiful, including the vast forms of Mounts Washington, Adams and Madison. The line now leaves the banks of the rapid Ammonoosuc, and follows the course of the Dead River. At the lonely water-station of Milan, the track is 1080 feet above the sea. Head Pond is soon passed on the right, and the traveler gains frequent glimpses of the White Mountains. The train soon crosses to the course



ON THE ANDROSCOGGIN RIVER, NEAR GORHAM, N. H.
Portland Division, Grand Trunk Railway.



GORHAM, N. H., THE GATEWAY TO THE WHITE MOUNTAINS.
Portland Division, Grand Trunk Railway.

Lovell High Grade Diamond Cycles.

BICYCLE CATALOGUE FREE.

The demand for Lovell Diamond Cycles is so great that it has been necessary this year to equip a factory four times as large as the one used heretofore. The present factory is the largest Bicycle and Fire-Arms Manufactory in the world, employing seven hundred and fifty hands, and the works are kept in operation day and night, twenty-two hours out of every twenty-four. The leading machines are named below.

No. 1, Lovell Diamond
for Men. Solid rubber tire, 28-inch wheels, all running parts Ball-Bearing, frame of best English steel tubing; high arch, short saddle, and other improvements.
Price, $85.00.

No. 2, Lovell Diamond
Is the same as No. 1, except that it has Cushion Tires 1¼ inch Para rubber and are warranted. Weight, complete, 40 pounds; strong and durable in every part.
Price, $95.00.

No. 3, Lovell Pneumatic
Tire, is the same as Nos. 1 and 2 in nearly every particular. Wheels, front, 28-inch, 1¾ inch tire, rear, 28-inch, 2-inch tire. Gear 56 or 60-inch.
Price, $115.00.



LOVELL DIAMOND, No. 3, PNEUMATIC TIRES.

No. 8, Lovell Convertible
for Ladies or Gents. The machine in every respect as No. 7, except that it has Cushion Tires of best Para rubber. Wheels 28-inch, fitted with
Price, $95.00.

No. 9, Lovell Convertible
Pneumatic Tire. For Ladies or Gents. The same as Nos. 7 and 8, except the tires, which are 2-inch Pneumatic. The machine made for either
Price, $115.00.

Lovell Boy's
Safety. Diamond frame, 26-inch wheel front and rear, with 1¾-inch Cushion Tires, ball bearings. Gear, 60-inch, weight 40 pounds. All parts interchangeable.
Price, $45.00.

John P. Lovell Arms Co. Boston, Mass, U. S. A.

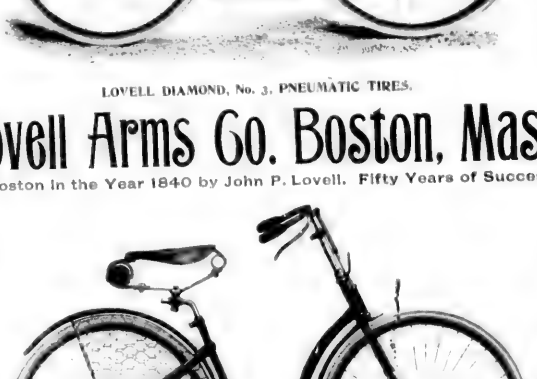
Established in Boston in the Year 1840 by John P. Lovell. Fifty Years of Successful Business.

No. 4, Lovell Ladies'
Diamond. Solid rubber tire, 28-inch wheels, Ball-Bearings to all running parts. Equal in every respect to the above machines.
Price, $85.00.

No. 5, Lovell Ladies'
Diamond. The same as No. 4, except that it has Cushion Tires of 1¼ inch Para rubber, warranted. Weight only 45 pounds.
Price, $95.00.

No. 6, Lovell Pneumatic
Tire. For Ladies. In every respect the same as Nos. 3 and 5 except the Pneumatic Tires. Wheels 28-inch front and rear, 2-inch tire.
Price, $115.00.

No. 7, Lovell Convertible
for Ladies or Gents. Similar to Nos. 1, 2 and 3, except that it has a bar for gents' use. Solid tires, post for Gents' use. Solid
Price, $85.00.



LOVELL DIAMOND, No. 6, FOR LADIES.

Finest, Best, and Largest Line of Cycles in the World!
Largest and Most Complete Line of Bicycle Sundries!

Lovell Youth's
Safety. Similar to the Boy's machine, except 28-inch wheels and 1¾-inch Cushion Tires. Suitable for those who wish to ride a 30-inch wheel.
Price, $65.00.

Lovell Prize
Safety. A medium priced convertible machine for Ladies or Gents. Wheels, 30-inch front, 28-inch rear. Ball-Bearing. Dress Guard.
Price, Solid Tire, $
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Lovell Boy's and Girl's
Safety. 26-inch wheels, adjustable cone bearings, made of good pattern of cycle tires. Weight
Price, $35.00.
Ball-Bearings, $10 extra.

Lovell's Little Beauty
Safety. For Boys or Girls from 4 to 8 years of age. 16-inch wheels, solid rubber tires, ball bearings. Weight
Price, $25.00.

The Lovell Arms Company are determined to supply all the machines that are wanted at the earliest possible time, and to furnish the best machine at the lowest price and in all styles.

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JOHN P. LOVELL ARMS CO., Washington St., Cor. Brattle St., **Boston, Mass.**

of Mother Dead River, passes a small pond, and approaches Berlin Falls. On the left, over the diverging track of the Berlin Lumber Company, the far-away blue peak of Goose Eye is seen; and the train soon passes the fine cliffs of Mount Forist, and stops at Berlin Falls.

At Berlin Falls station we are only six miles from Gorham. It is the site of the great mills of the Berlin Lumber Company. The falls are within a few rods of the station, and are reached by a foot-bridge over the gorge. Just before descending to this point, the path crosses a ledge from which a fine view of the Presidential Range is to be had. It was much lauded by Rev. Thos. Starr King. The following words are from his pen:—

"We do not think that in New England there is any passage of river passion that will compare with the Berlin Falls . . . Here we have a strong river that shrinks but very little in long droughts, and that is fed by the Umbagog (Rangeley) chain of lakes, pouring a clean and powerful tide through a narrow granite pass, and descending nearly 200 feet in the course of a mile."

Berlin Falls is the point of departure for Errol Dam, Umbagog Lake. Leaving Berlin Falls, the railway follows a rapidly descending grade, the track falling at the rate of about fifty feet to the mile until Gorham is reached. Glimpses of the silvery Androscoggin River are gained on one hand, while on either side tower the lofty peaks of the White Mountain range. Mount Adams, as seen from the right about one and one-half miles before reaching Gorham, is said to be the highest elevation which we can look at in New England from any point within a few miles of its base. Indeed it is the highest point of land overlooking a station near the base, that can be seen east of the Rocky Mountains. The peak of Mount Adams (5794 feet high) is seven miles distant from the point of observation, whose elevation is 868 feet, above which it towers nearly 5000 feet. From the same point is also enjoyed a magnificent view of Mount Moriah, 3785 feet above the valley. We are in the heart of the mountains. Gorham is the nearest village to Mount Washington, and also the nearest village to the great northern peaks. It is in fact, as its name, "the Gateway to the White Mountains." Not only as an objective point from which to attack the mountains, but also as a summer tourist resort, it affords unsurpassed advantages as an ideal mountain village. The Rev. Thomas Starr King spent several seasons here, writing his most charming book, "The White Hills." Listen to his glowing tribute to this beautiful village and its surroundings:



ANDROSCOGGIN RIVER, NEAR BERLIN.
Portland Division, Grand Trunk Railway.

"No point in the mountains offers views to be gained by walks of a mile or two that are more noble and memorable. . . . For river scenery, in connection with impressive mountain forms, the immediate vicinity of Gorham surpasses all the other districts from which the highest peaks are visible. The Androscoggin sweeps through the village with a broader bed, and in larger volume, than the Connecticut shows at Lancaster or Littleton. As a general thing, Gorham is the place to see the more rugged sculpturing and the Titanic brawn of the hills."

The village is 812 feet above the sea, the air dry, bracing, invigorating and healthful. The nearness of the great peaks of Washington, Madison, Jefferson and Adams gives rare grandeur to the views of the environs. The drives and excursions almost without number in close proximity to Gorham, have had much to do with

THE BOSTON & MAINE RAILROAD

D. J. FLANDERS, Gen'l Pass. and

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To All Points in . . . .
The White and Franconia Mountains.

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From Montreal and Quebec, via Grand Trunk Railway and Groveton Junction to Fabyans, Summit M
Washington and the noted Summer Resorts of Maplewood, Bethlehem and Profile House, via Bethleh
Junction, Narrow Gauge Railway and Lake Winnipesaukee.

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Via Pemigewasset Valley Stage Line for the noted Flume, Cascade, and Flume House, Echo Lake, and
Profile House. In summer season, THROUGH PARLOR CAR from Providence, via Worcester, to W
Mountain Points on White Mountains Express; also from Boston, via Nashua, to same points.

MANN BOUDOIR CAR ON THROUGH NIGHT EXPRESS

From Boston for Fabyans and all points in the White Mountains region. THROUGH PARLOR CAR SE
from Montreal and all Points west, via Central Vermont R. R. and Montpelier & Wells River R. R.,
making close connections at Wells River with this line for Fabyans and other White Mountain points.

CLOSE CONNECTIONS made with ALL RAIL AND SOUND LINES for NEW YORK, PHILADELPHIA, BALTIMORE WASHINGTON, via NASHUA JUNCTION and BOSTON & MAINE RAILROAD.

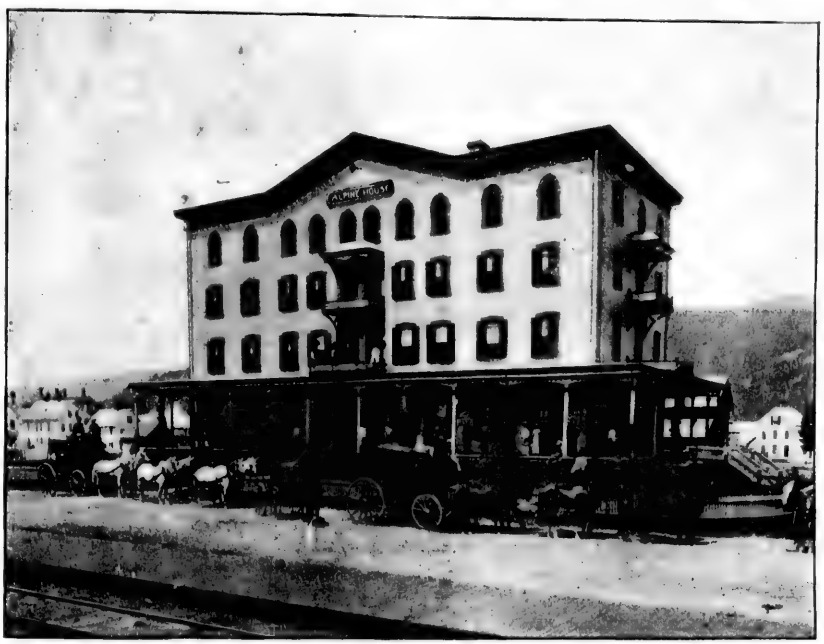
GENERAL OFFICES, CONCORD, N. H. BOSTON OFFICE, 207 WASHINGTON ST.

T. A. MACKINNON, Gen'l Manager. **F. E. BROWN**, Gen'l Pass. and Ticket A

great popularity. Add to these many attractions a first-class, home-like and well kept hotel (the Alpine House, under the management of Mr. G. D. Stratton), and what more can be desired?

Space will permit of but very brief mention of a few of the many attractive features "in and about Gorham." One of the delightful drives in the vicinity of Gorham is known as the Milan Road, which follows the Androscoggin through Berlin Falls to Milan Corner, the distance being about fourteen miles. Starr King laments that a few tourists have yet taken this ride and enjoyed its superb prospect. Another one of the most notable carriage drives in America is that from Gorham through Shelburne to the Gilead Bridge on the south bank of the Androscoggin and back to Lead Mine Bridge on the north bank. "No drive of equal length among the mountains offers more varied interest in the beauty of the scenery."

Near the point where the Lead Mine Bridge road diverges from the Shelburne road, is a hill whence is obtained a magnificent view of Mount Madison, with a charming foreground of velvety meadow.



ALPINE HOUSE, GORHAM, N. H.

The Lead Mine Bridge is about midway between Gorham and Shelburne village. From its center a noble view is obtained of Mount Madison with Adams and Washington, the river forming a beautiful foreground. The best time to make the visit is between five and seven of the afternoon. Then the lights are softest and the shadows richest on the foliage of the river, and on the lower mountain sides. And then the gigantic gray pyramid of Madison with its pointed apex, back of which peers the ragged crest of Adams, shows to the best advantage.

As the train leaves Gorham, and at a distance of about a mile from the station, one of the finest views from a railway train to be found anywhere, is secured from the right and rear. Its chief features are the noble prospect of Mounts Moriah, Madison and Adams. Just before reaching Shelburne, what splendid symmetry bursts upon the view when the whole mass of Madison is seen throned over the valley, itself o'er-topped by the ragged pinnacle of Adams. For many leagues the route traverses a region of remarkable beauty and

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picturesqueness. The effects of cultivation are apparent in the rich meadows which border the gracefully winding stream of the beautiful Androscoggin, making constant and pleasing contrast with the wild grandeur of the adjacent mountains. As the fertile intervales of Bethel are reached, Lock Mountain rises on the left, while on the right are the ledges of Sparrow Hawk.

Bethel, Maine, is a pleasant and attractive old village on the Androscoggin River (1000 feet above the sea). On account of its elevation above the intervales, it is sometimes called Bethel Hill. The richness and fertile beauty of these intervales add greatly to the charming scenery in the vicinity, and are a striking contrast to the bold mountains on the north. The claims of Bethel as a summer resort are many. It was called by Starr King "the North Conway of the eastern slope." Drives in the neighborhood are pleasing and diversified, leading to quiet and sequestered districts. It is the point of departure for Lakeside, Cambridge and Rangeley Lakes.

Leaving the Androscoggin valley at Bethel, the road travels a wild and mountainous country, until we reach Bryant's Pond. We are still 700 feet above the sea. The "Pond" itself is a beautiful highland lake surrounded by mountains, its waters abounding in bass and other varieties of fish, while trout fishing is abundant at no great distance. Bryant's Pond is the point of departure for Andover and South Arm on Rangeley Lakes. Rumford Falls, reached by stage from Bryant's Pond, is said to be the grandest waterfall in New England.



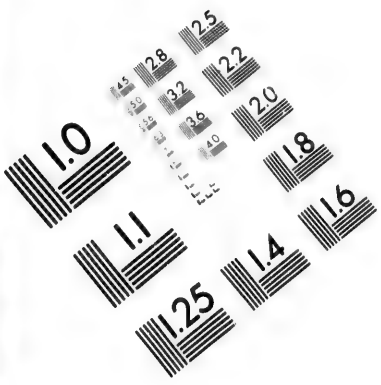
BRYANT'S POND, ME.
Portland Division, Grand Trunk Railway.

Leaving Bryant's Pond, we soon discover that we are leaving the mountains behind us, and approaching the lower levels of that stretch of country leading to the sea coast.

South Paris, the next point, is the railway station for Paris Hill, a pleasant hamlet situated on a hill 831 feet high. Mount Mica is near Paris Hill on the east, and is claimed to be "the most interesting locality for rare minerals in the State of Maine." Here are found plates of mica six to ten inches square; green beryls; limpid, smoky and rose quartz; black, green, blue and red tourmaline; feldspar; garnets and other minerals.

Tudor says that Paris is "a place as little resembling its European original as a cottage does a palace. At the same time it may be said, that to the extent in which it falls short of its great prototype as to architectural beauty, does it exceed it in the beauties of nature, being surrounded by a circle of mountains of the most imposing and romantic features."

Leaving South Paris we approach Danville Junction, twenty-seven miles from Portland, the point of departure for Poland Springs, South Poland, Me. It is situated about five miles from Danville Junction, at an elevation of something over 800 feet above the sea. Its high altitude and invigorating atmosphere, in connection with the far-famed Poland Springs water, render the resort one of the most charming spots for tourists traveling for pleasure or in search of health. A fine line of six-horse coaches meet the Grand Trunk trains on arrival, conveying the tourist over a good road, through beautiful rural scenery, making a rise of about 300 feet from the track to the hotel.



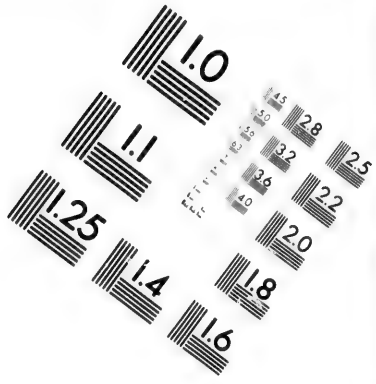
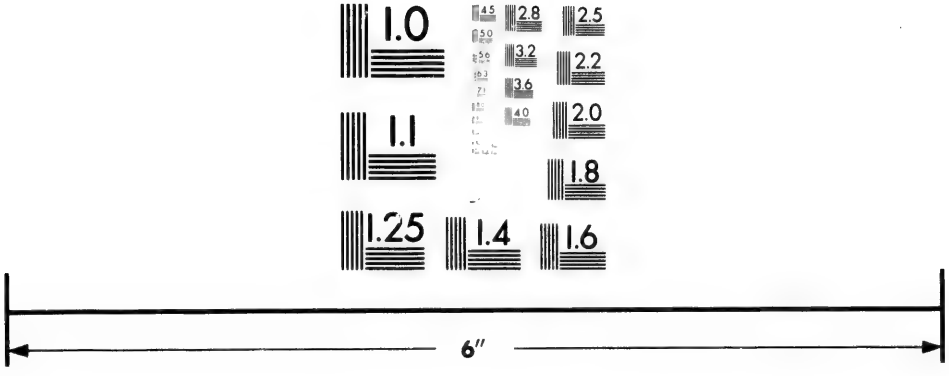
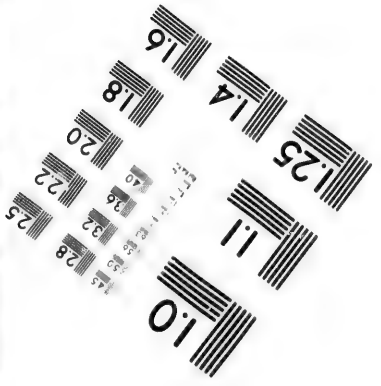
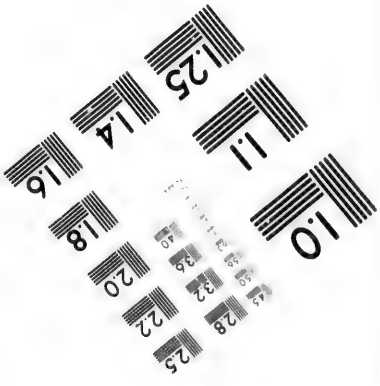


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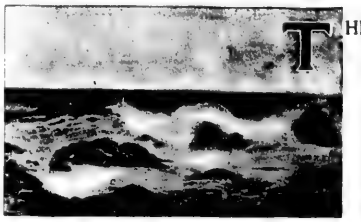
74 Union Street, PORTLAND, MAINE.

MONTREAL TO THE MOUNTAINS AND THE SEA.

Leaving Danville Junction, the train passes through the maritime towns of Yarmouth, Cumberland and Falmouth, and about three miles from Portland crosses the Presumpscot River on a bridge 300 feet in length, and for the first time a glimpse of the salt water is obtained, and a moment later, on the left, is spread out the first view of the beautiful Casco Bay, with its three hundred and odd islands, Cushing's Island with its fashionable hotel and summer cottages, Peak's and Diamond Islands, with their numerous hotels, cottages and boarding houses, and the innumerable other islands, stretching away in the distance, surrounded by the blue waters of the Atlantic. We have reached Longfellow's "City by the Sea," Portland, Maine.

THE SEASHORE.

PORTLAND, MAINE, AND THE BEAUTIFUL CASCO BAY.



THE coast of Maine is abundantly rich in all that goes to make a complete summer resort. Speaking of Casco Bay, of which the harbor of the City of Portland, the eastern terminus of the Grand Trunk Railway, forms a part, the following extract from the pen of Edward H. Elwell, in his admirably written work entitled "Portland and Vicinity," will be found truthful and concise, and convey as well as words can, some conception of this beautiful resort by the sea:—

"Here is a little bay, extending from Cape Elizabeth to Cape Small Point, a distance of about eighteen miles, with a depth of about twelve miles, more thickly studded with islands than any water of like extent on the coast of the United States, there being something over 300 islands in Casco Bay. Unlike the low sandy islands of the Massachusetts coast, these are of the most picturesque forms, while bold headlands and peninsulas jut far out into the waters. There is the greatest possible variety in the form and grouping of these islands. Some lie in clusters, some are coupled together by connecting sand-bars, bare at low water, while others are solitary and alone. Nearly all of them are indented with beautiful coves, and crowned with a mingled growth of maple, oak, beech, pine and fir, extending often to the water's edge, and reflected in many a deep inlet and winding channel. In the thick covert of the firs and spruces are many green, sunny spots, as sheltered and remote as if far inland, while beneath the wide-spreading oaks and beeches are pleasant walks and open glades.

"For the most part they rise like mounds of verdure from the sea, forest-crowned, and from their summits one may behold on the one hand the waves of the Atlantic, breaking almost at his feet, and on the other, the placid waters of the bay, spangled by multitudinous gems of emerald, while in the dim distance he discern., on the horizon, the sublime peaks of the White Mountains. It is impossible to conceive of any combination of scenery more charming, more romantic, more captivating to the eye, or more suggestive to the imagination."

All the varieties of fish that frequent the New England coasts are to be caught in abundance in season, either directly from the rocky portions of the shores or in its immediate vicinities.

Portland, Maine, is, undoubtedly, the loveliest city on the Atlantic coast. It stands on a high peninsula some three or four miles in length. At its outer, or north-eastern projection, the peninsula swells into the bold height of Munjoy's Hill, crowned with a light-house and an observation tower, from which the grand panorama of Casco Bay stretches out in the foreground, while in the other direction the magnificent range of the White Mountains closes up the vista.



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LUBRICATING OILS, FOR RAILROAD USE.

VALVE, ENGINE, COACH, CAR, AND SIGNAL OILS.

Make Specialty PASSENGER CAR GREASE for FAST RUNNING TRAINS.

SWAN & FINCH CO., 151 Maiden Lane, New York.

Delightful Sail
TWENTY-TWO MILES
Down Casco Bay

Harpswell Steamboat Company

365 ISLANDS

PORTLAND, MAINE.

Elegant New Steamers, "Chebeague" and "Merryconeag."

THE MOST PICTURESQUE EXCURSION IN CASCO BAY.

(See Views on Opposite Page.)

Regular mail line running during the Summer season, four round trips daily from Portland Pier, Portland, to Long, Little and Great Chebeague and Hope Islands, Harpswell, Bailey's and Orr's Islands.

GEO. F. WEST, President. ISAIAH DANIELS, General Manager.

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THE SEASHORE.—THE BEAUTIFUL CASCO BAY.

Much has been written, in poetry and prose, of the beauties of Casco Bay, of which the harbor of Portland forms a part, Longfellow and Whittier being most remembered. The house in which Longfellow was born still stands at the corner of Fore and Hancock streets, Portland, while next door to the Preble House stands the ancestral Wadsworth mansion, Longfellow's later residence and still the abiding place of the Longfellow family. A magnificent statue of the famous poet occupies one of the delightful squares for which this beautiful city is so noted.

The drives around Portland probably offer as delightful and varied attractions as can be found anywhere in this country. Among the most interesting may be mentioned the one leading by East Deering and the United States Marine Hospital to Falmouth Foreside, some eight or ten miles, with magnificent views stretching over Casco Bay, and its many islands; or over the shell road to Deering's Oaks and Woodford's; or to the beautiful Evergreen



BEAUTIFUL VIEWS ON HARPSWELL LINE.

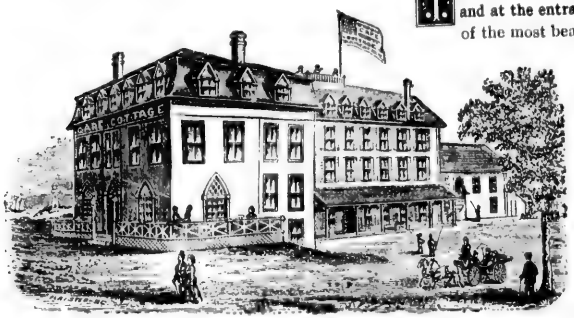
Cemetery with its many monuments. Again, to Pride's bridge on the Presumpscot River. There is also a delightful drive leading down the coast by the great dry-docks and the ship-building hamlet of Knightville to the ancient and favorably known summer resort, called Cape Cottage, while just beyond is the tall lighthouse on Portland Head. The shores on this side of the Bay are remarkably bold and rocky, and after a hard blow a tremendous surf rolls in upon the unyielding cliffs with a dash of spray, and a roar heard for miles.

Further down on this rocky coast stands the Ocean House, and not far away the lighthouse known as the "Two Lights." Scarborough Beach lies still beyond.

One of the delightful excursions by boat from Portland is to Harpswell, to which several round trips are made daily. A few of the scenes on the Harpswell line are shown above.

Among the favorite island resorts of Casco Bay are Cushing's Island, Peak's Island, with its hotels and cottages, Big and Little Diamond Islands, Little Chebeague, one of the most attractive islands in the Bay, and upon which stands the well-kept Waldo House, a comfortable hotel for summer guests. Great Chebeague covers 2,000 acres, and has a considerable population of farmers and fishermen, schools and churches, good roads and several summer hotels; Long Island, with hotels, boarding houses and cottages; Hope Island, with its quiet little

CAPE COTTAGE HOTEL.



IS situated on Cape Elizabeth, **three miles from the City** of Portland, **and at the entrance to Portland Harbor.** Nature has made this one of the most beautiful sites on the coast of Maine. The temperature during the summer season ranges from 65 to 70 degrees.

The drives along the shore are unsurpassed both in beauty and scenery; and those who do not enjoy the drive by carriage from the city can take the boats of the Harpswell Steamboat Company from Portland Wharf across the Bay to South Portland and there connect with the omnibus line going direct to Cape Cottage.

GOOD BOATING AND FISHING.
Good Livery in connection with the House.

C. H. SAWYER, Proprietor,
CAPE COTTAGE, PORTLAND, ME.

THE OTTAWA HOUSE,

CUSHING'S ISLAND, PORTLAND, MAINE.

Has Unquestionably . . .
One of the Finest Locations
To be found on . . . .
The Atlantic Coast . . .

THE island is full of interest and beauty. From its eastern extremity **The Famous White Head,** a solid mass of rock of majestic proportions, rises almost vertically from the sea to a height of nearly 150 feet, to its extreme western limit. Those who for many years have been familiar with the attractions of this **"Gem of Casco Bay,"** never tire of describing its charms and sounding its praises. The woods, the rocks, the beautiful coves and bays along its shore; the grand ocean scenery; the superior facilities for **Bathing, Yachting and Fishing;** the walks and drives, the healthful and invigorating air; the beautiful villas and the capacious and well-appointed hotel, combine to render this one of **The Most Perfect of Seaside Resorts.**

THE NEW OTTAWA HOUSE was built in the spring of 1888. It is situated on elevated ground, commanding magnificent views of the ocean and bay, the neighboring islands and city, the shore of Cape Elizabeth, and, in the distance, the lofty peaks of the White Mountains. The house is built upon a generous scale, has wide piazzas, a spacious and airy dining hall, an ample drawing room with open fireplaces, and parlors provided with similar luxury. The rooms (which are so arranged that any number of them may be combined in a single suite) are light, well ventilated, handsomely furnished and supplied with incandescent lights and electric bells. For terms, address

Accommodates 300 Guests.
. . . Acknowledged to be
. One of the Finest Hotels
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CUSHING'S ISLAND HOTEL COMPANY,

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LOADING AND UNLOADING R. R. CARS AND STEAMERS OUR SPECIALTY.

Have done this class of work for the Grand Trunk Railway for over Thirty Years.

Address care G. T. Ry. Yards, or Residence, 21 Newbury Street, **PORTLAND, ME.**

hotel. Further on, numberless islands gem the blue waters, crowned with tall trees and sheltering many a lovely cove and sandy beach. Those who come hither for a summer vacation should not fail to bring Mrs. Stowe's romance, "The Pearl of Orr's Island," whose scenes were laid here among the quiet fisher folks, who for centuries have dwelt among these sequestered coves.

Orr's Island lies close to Harpswell, and is joined to it by a highway bridge. Off in the Bay, five miles, is Ragged Island, with its ancient houses, the scene of Elijah Kellogg's "Elm Island" stories; nor should be forgotten Whittier's beautiful ballad, "The Dead Ship of Harpswell," preserving an old legend of these romantic shores.

On a great many of the islands, and also upon the main land on both sides of the Bay, are numerous cottages and summer resorts. It is not an exaggeration to say that many thousands of summer tourists can be provided for in this delightful vicinity.



OTTAWA HOUSE, CUSHING'S ISLAND.

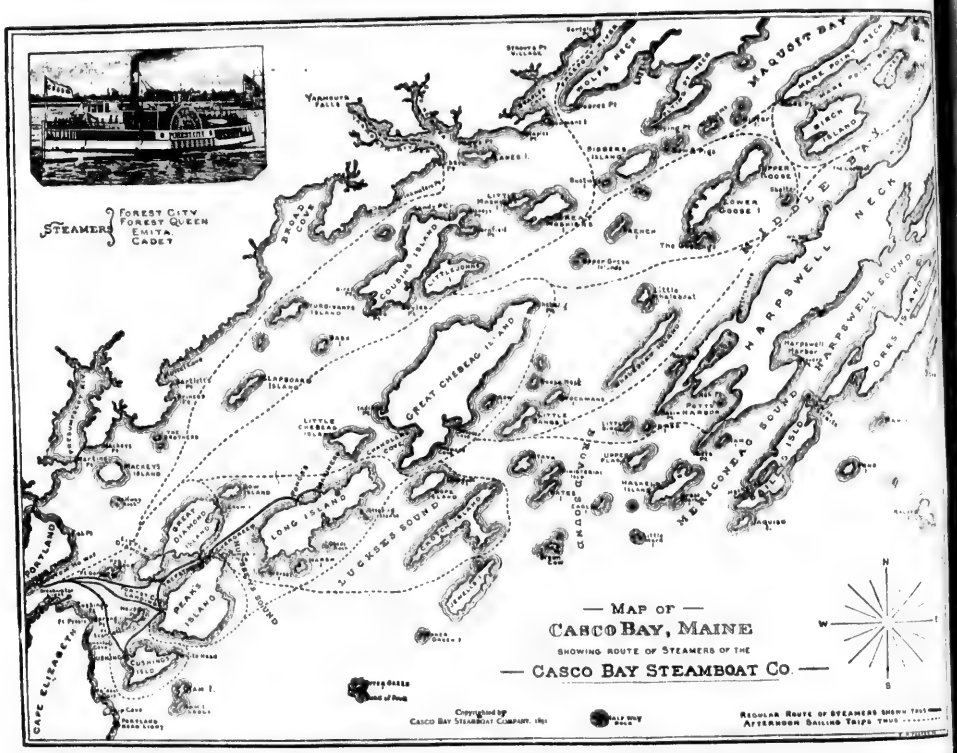
Cushing's Island, in the beautiful Casco Bay, is two and one-half miles from the city of Portland, Maine, eastern terminus of the Grand Trunk Railway. It contains about 250 acres of land. The Ottawa House, one of the finest hotels on the coast of Maine, is situated on the island, on an eminence of over 100 feet above the sea commanding, from its broad veranda, unrivaled views of the ocean, islands, main-land, harbor and city, with far to the westward the peaks of the White Mountains in the horizon. The hotel accommodates 300 guests; there are also a large number of cottages on the Island, many of which are in connection with the hotel. The average temperature during the summer months is sixty-six degrees, and because of its altitude and the invigorating sea breezes which continually fan its shores, and the balsamic odors from its fir and spruce groves, the Island has long been famed for its renovating and health giving powers.

Portland may properly be considered the objective point of tourist travel, as from it all the resorts of New England and the New England coast are easily accessible, most of them with but a few minutes' or a few hours' ride, those better known and in the closest proximity being: Old Orchard Beach, Pine Point, Scarborough Beach, Isles of Shoals, Portsmouth, Hampton, Rye Beach and other resorts, almost numberless.

CASCO BAY STEAMBOAT COMPANY

The Three Hundred
and Sixty-Five
Island Route

Mail Service all the Year Round.---Six Trips Daily.



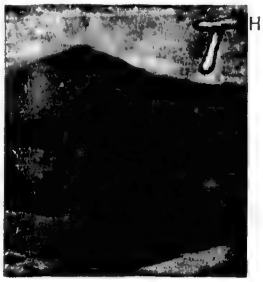
From June first to October first the Company make direct connection between the Grand Trunk Railway and Cushing's, Peak's, Little and Great Diamond, and Long Islands, the Gems of Casco Bay.

LANDING IN PORTLAND AT CUSTOM-HOUSE WHARF.

J. B. CURTIS,
President.

C. W. T. GODING,
Genl. Manager.

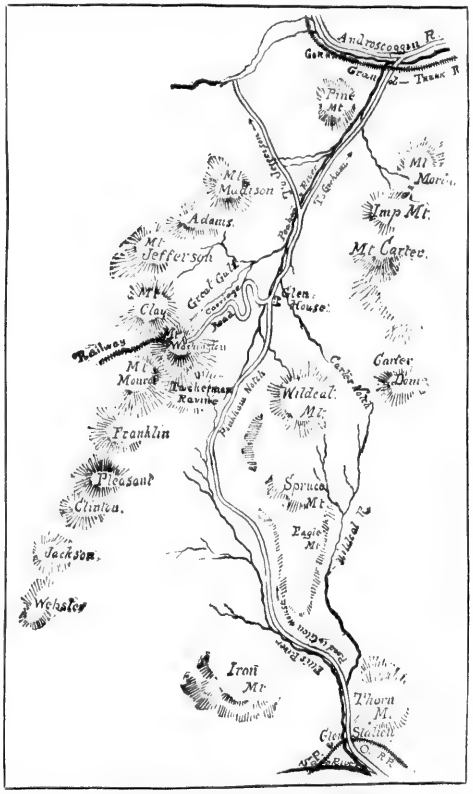
THE WHITE MOUNTAINS.



THE distinguishing peculiarities which render the White Mountains more attractive to summer tourists than any other range or group of mountains on the American continent are their ease of access, and the wonderful diversity of scenery they afford under varying conditions and from different points of view. Within a few hours' ride from Montreal, Quebec or Portland, they are rendered accessible by the conveniences of modern railway travel, with none of the hardships characteristic of former years. With almost inexhaustible resources of entertainment for the visitor, they attract old friends and new in larger numbers with each recurring season.

The point of approach, conceded by all the most ardent admirers of the mountains to be the most impressive and charming, is by way of Gorham and the Glen. That delightful book from the pen of T. Starr King, "The White Hills," which has become a standard authority on the mountains, was largely inspired and written during the author's sojourn in this vicinity. The village of Gorham has long and pre-eminently enjoyed the distinction of being the "gateway to the mountains." It is the nearest village to Mount Washington, and is pronounced by Drake, another eminent mountain authority, as occupying a "position with respect to the highest summits more advantageous than that of any other town lying on the skirts of the mountains, and accessible by railway." Passing allusions have been made to the points of interest in and about Gorham in a previous chapter, and our limits forbid even a mention of the many delightful drives and walks which may occupy the visitor's attention during an entire season's sojourn. The grand panoramic view of the Presidential Range, however, must not be omitted. This is had from Mount Hayes, the "guardian of the village, erecting its rocky rampart over it, like the precipices of Cape Diamond over Quebec."

As a point from which to view Mount Washington, Starr King entitles it, "the chair set by the Creator at the proper distance and angle to appreciate and enjoy his kingly prominence. All the lower summits are hidden, and you have the great advantage of not looking along a chain, but of seeing the



ROUTE MAP TO THE GLEN HOUSE.

THE NEWEST. ⁘ THE LARGEST.

AND . . . .

Most Elegant Hotel in the Whole Mountain Region.

In the Heart of "The Alps of America,"

COMMANDING the grandest view of Mt. Washington and all of the Presidential Range, towering on all sides in solitude and grandeur from the GLEN where it is so picturesquely located, and famous for years as the "gem picture" in all of the sublime and impressive natural scenery of the world.

There is no place in the mountains where the changes of the outlines of the mountains, shadowed by constantly passing clouds and blue mountain mists are so beautiful and attractive as from the GLEN.

A Popular Sanitary Resort.

FROM the GLEN radiate all the paths and roads to the most celebrated Cascades, Falls, Ravines and Trouting Brooks. The celebrated mountain road teams, the finest in America, here leave the GLEN HOUSE for the summit of Mt. Washington several times daily. The high altitude and peculiar situation of the GLEN HOUSE has made its location a popular sanitary resort for those affected with catarrh, asthma or hay fever, or suffering from malaria or miasmal affections, as it affords complete relief, as its pure mineral spring water does also to all kidney complaints.

AN IDEAL HOSTELRY

The GLEN HOUSE

THE FINEST SCENERY

White Mountains, N. H.

Accommodations for 450 Guests.

THE GLEN HOUSE accommodates four hundred and fifty guests, with all modern conveniences and comforts to be found in any of the great metropolitan hotels. The tables are supplied with fresh vegetables, milk, butter, etc., from its farm, and with all luxuries and delicacies the markets afford. Open brick fire-places are among the attractive features to temper the evening mountain air. Connected with the house are the telegraph, telephone, postoffice, news-stand, laundry, barber-shops, billiards, etc.

How to Reach The Glen House.

THE GLEN HOUSE is reached by easy ride over the Grand Trunk Ry. to Gorham, N. H., thence by six-in-hand tally-ho coaches following the picturesque Peabody River eight miles to the hotel or via the Maine Central to Glen Station and thence by tally-ho coaches to the GLEN, through magnificent scenery.

Also from Fabyan Station via Glen Station, as above or over Mt. Washington by rail and stage.

(See half-tone illustration, on opposite page.)

Apply to

C. R. MILLIKEN,

PROPRIETOR,

After June 25, direct to GLEN HOUSE, N. H.

PORTLAND, MAINE.

monarch himself soar alone, back of Madison and Adams, and seemingly disconnected with them, standing just enough to the south to allow an unobstructed view of the ridges that climb from the Pinkham road up over Tuckerman's Ravine, to a crest moulded and poised with indescribable stateliness and grace.

The approach to the mountains from Gorham is by way of the Glen, and the ride by carriage is one of the few remaining vestiges of "mountain staging." Six-in-hand tally-ho coaches meet the trains of the Grand Trunk Railway at Gorham, for the Glen House and the summit of Mount Washington. The road lies along the course of the Peabody River, which flows into the Androscoggin at Gorham, having its sources far up among the mountains. The ascent of Mount Washington may be made direct from Gorham, if desired, but preferably by way of the Glen House, after a halt and the enjoyment of its hospitalities.



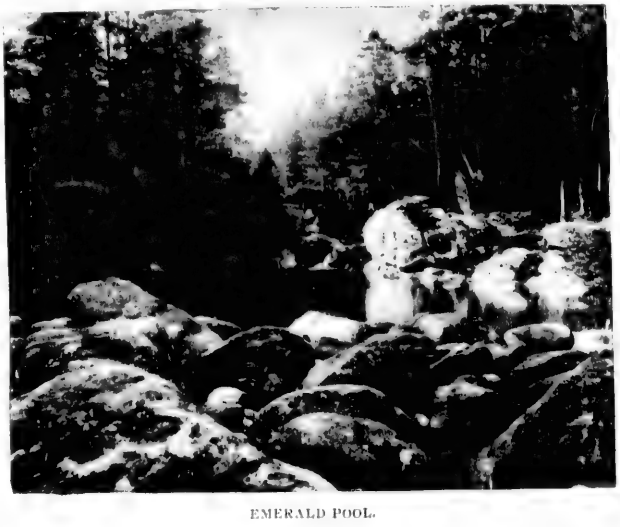
GLEN HOUSE, WHITE MOUNTAINS.

The road to the Glen is in a southwesterly direction, and frequent glimpses are given of the noble mountains as the journey progresses. The map on the preceding page will give a good general idea of the topography, and it will also serve to aid the tourist in the selection of walks and drives in the vicinity.

The new Glen House, an illustration of which is given herewith, is one of the finest hotel structures in New England. It was built to replace the old buildings, which were destroyed by fire in the autumn of 1884, and no expense has been spared, either in the construction or the furnishings, to render the house worthy of the immense patronage which it deservedly enjoys. Mr. C. R. Milliken is the proprietor, and an experience of nearly twenty years in catering to the demands of mountain travel, amply qualifies him for the position.

As a tarrying place, from which to visit the many delightful attractions of the vicinity, it has a national reputation. With a first-class livery in connection, and as the starting point for the carriage road to the summit of Mount Washington, the opportunities for delightful drives are almost unlimited. The views from the

hotel piazzas are grand and impressive. The house faces the five greatest peaks of the White Mountains, and at one sweep of the eye takes in Washington, Clay, Jefferson, Adams and Madison, the second being partially obscured by a spur of Washington, but more fully revealed by a slight change of the point of observation. These five peaks are visible from the Glen in greater sublimity and grandeur than from any other point. Their massive proportions, from base to summit, are clearly revealed, without the peculiar "foreshortening" effects of intervening foot hills, so noticeable elsewhere. In a clear morning shortly after sunrise, they stand out in bold relief against the sky, while their rocky summits, ragged ravines, and scarred sides, with the wooded slopes in the foreground of the picture, fascinate the beholder and command the admiration of even the most extensive European travelers. In the afternoon their sharp outlines against the illuminated sunset sky present a picture no less attractive, though differently lighted. And when the Storm King sweeps over their summits, crowning them with clouds or wrapping them in fleecy vesture, embroidered with the gold and tinsel of the lightning's flash, and anon, touched with the fleeting rays of broken sunlight, still another majestic and gorgeous scene is presented. So that, with all the varying moods of mountain atmosphere, the changing scenes, and the new groupings presented from different localities, coupled with many attractions to be found in the immediate vicinity, the Glen is a most delightful spot for a holiday sojourn.



EMERALD POOL.

A walk or ride of about a mile from the hotel brings us to the Emerald Pool, a view of which we present, and which cannot be improved upon by a description. It is a most restful place, the river itself here seeming to pause in its madly merry race for the ocean, as if resting for the long, long journey to the broad Atlantic. Another mile, and a guide-board is reached, which points the way, by a diverging path, to Thompson's Falls. A short walk up the lower slope of Wildcat Mountain, and we reach a brook which rushes down the mountain side on its way to Peabody River. Over ledges of granite it comes plunging in a series of cascades, to which the name of Thompson's Falls has been given. From the upper height of the falls a view is afforded of Tuckerman's Ravine, while high above, the summit of Mount Washington looks frowningly down. The view thus afforded is declared by experienced tourists to be one of the best in the mountains, and it has been reproduced in "Picturesque America." The wildness of the scene amid the seclusion of the forest, the glistening of the cascade in its journey among the leafy surroundings, with its musical cadences falling softly on the ear, all conspire to render the spot most exquisitely charming to the lover of nature, and the visitor feels well repaid for the trip.

Returning to the road, another mile brings us to the path which leads to the Crystal Cascade, said to "divide with Glen Ellis the honor of being the most beautiful waterfall of the White Mountains." The path extends through the woods a distance of some three-eighths of a mile. Starr King says of it: "The Crystal Cascade is on the Crystal, Cutler's or Ellis River, below the outlet of Tuckerman's Ravine, and on the west side of the Pinkham Notch. It is reached by following the North Conway road for about three miles from the Glen House, and diverging to the right at a guide-board, whence a good path leads in about three-eighths of a mile to the cascade. The best view-point is on the opposite side, on a little cliff which fronts the water

The vista includes about eighty feet of fall, over successive step-like terraces of slaty rocks, crossed by igneous dikes. In high water it affords a brilliant sight, but at other seasons the stream dwindles away. Visitors should not forget that the proper point from which to see it is not the foot of the falls itself, but the top of the little cliff directly opposite. No contrast more striking can be found among the mountains than that of age and youth, which is furnished from that point. The cliff is richly carpeted with mosses that have been nourished and thickened by centuries. . . . The rocks of the neighboring precipices look old. They are cracked and seamed as though the forces of decay had wound their coils fairly around them, and were crumbling them at their leisure. The lichens upon them look bleached and feeble. Those protruding portions of its anatomy indicate that Mount Washington has passed the meridian of his years. But the waterfall gives the impression of graceful and perpetual youth. Down it comes, leaping, sliding, tripping, widening its pure tide, and then gathering its thin sheet to gush through a narrowing pass in the rocks all the way thus, from under the sheer walls of Tuckerman's Ravine, some miles above, till it reaches the curve opposite the point where we stand, and, winding around it, sweeps down the bending stairway, shattering its substance into exquisite crystal, but sending off enough water to the right side of its path to slip and trickle over the lovely, dark green mosses that cling to the gray and purple rocks."



THOMPSON'S FALLS.

Glen Ellis Falls are about four miles south of the Glen House, on the Ellis River, at the base of Wildcat Mountain. Their old name of Pitcher Falls, given from their shape, has now fully given way to the more poetic but less suggestive title of Glen Ellis, bestowed by a party of visitors in 1852. A graceful writer thus describes a visit to the spot: "Descending by slippery stairs to the pool beneath it, I saw, eighty feet above me, the whole stream force its way through a narrow cleft and stand in one unbroken column, superbly erect, upon the level surface of the pool. The sheet was as white as marble, the pool as green as malachite. As if stunned by the fall, it turns slowly round, then recovering, precipitates itself down the rocky gorge with greater passion than ever. On its upper edge, the curling sheet of the fall was shot with sunlight, and shone with enchanting brilliancy. All below was one white feathery mass, gliding downward with the swift and noiseless movement of an avalanche of fresh snow."

In addition to the cascades and waterfalls which have been already mentioned, there are numerous charming spots all along the mountain streams, and among the leafy glens, many of which have delighted the eye of the artist, and not a few of them have been transferred to canvas as a permanent reminder of the delights of a summer at the Glen. To the lover of the rod, the mountain brooks furnish the added attraction of being the home of the

speckled trout, and many a famous "catch" has delighted the followers of Walton, and tempted the appetite of the epicure.

The mountain views in the direction opposite the great Presidential Range are scarcely less imposing than those already described. The Carter Range lies to the east of the Glen, and the peaks of Carter Dome, Mount Carter, Imp Mountain, Mount Moriah, and Wildcat, are prominent features of the landscape. Imp Mountain is so named from the grotesque profile which is visible from the road above the Glen House. From the summit of Wildcat a fine view of the Presidential Range can be had as a reward for an hour's climb.

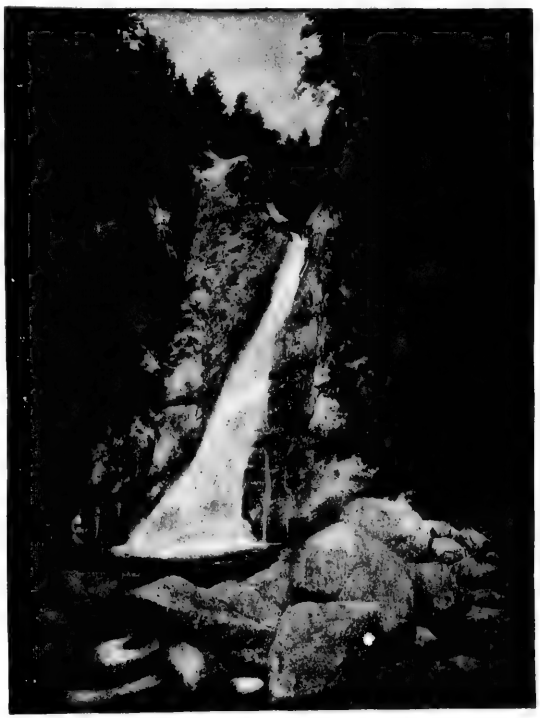


CRYSTAL CASCADE.

But by far the most wonderful mountain gorge in the entire vicinity is the chasm in the east side of Mount Washington, known as Tuckerman's Ravine. This is best reached from the carriage road to the summit of Mount Washington. About two miles from the Glen House, the path diverges from the carriage road, and follows the old Thompson bridle path to Hermit Lake, thence following the bed of the stream into the very depths of the Ravine. One remarkable feature of this gorge, to be seen nearly the entire season, is the snow arch. As the rays of the sun are excluded from the Ravine except during a short portion of each day, the winter's accumulation of ice and snow often remains until autumn. The mountain streams gradually melt out the under side of this deposit, forming an arch, often of great beauty. The walls of the Ravine are called the Mountain Coliseum. Starr King says: "No other word expresses it, and that comes spontaneously to the lips. The eye needs some hours of gazing and comparative measurement to fit itself for an appreciation of its scale and sublimity. . . . It seems as though Titanic geometry and trowels must have come in to perfect a primitive volcanic sketch. One might easily fancy it the Stonehenge of a pre-adamite race, the unroofed ruins of a temple reared by ancient Anaks long before the birth of man, for which the dome of Mount Washington was piled up as the western tower. There have been landslides and rock-avalanches as terrible in that ravine as at Dixville Notch. . . . In Tuckerman's Ravine there is a grand battle of granite against storm and frost, a Roman resistance, as though it could hold out for ages yet before the siege of winter and all the batteries of the air."

The Mount Washington carriage road, from the Glen House to the summit, furnishes opportunity for a delightful drive, and no visitor should miss the exhilarating trip. The roadway itself is a fine piece of highway construction, the ascent being accomplished by a winding course, with easy grades, not exceeding one foot in eight on the average. The carriages are strongly built mountain wagons, each drawn by six sturdy roadsters, driven by experienced "knights of the whip," who know every turn of the road.

The Summit House furnishes shelter to the visitor, whether his stay be for a few hours only, or for days and weeks. The view from the summit is indescribable. Its immensity is at first overwhelming. The line of vision bounds a circle nearly a thousand miles in circumference; and within that circle are lakes, rivers, mountains, valleys, dark forests, smiling villages, and in fact an almost endless variety of scenery, ever changing as the gaze is directed to the different points of the compass. In a clear day the distant glimmer of the Atlantic may be seen, off Portland harbor, to the southeast. In the opposite direction, the horizon is broken by the Green Mountains of Vermont, with a glimpse of the remote Adirondacks in New York. All around are lakes, mountains, rivers and villages. Nestled in the Glen, almost at your feet, are the buildings of the Glen House from which you have come. The view is greeted with a new picture at every turn, and as the eye learns to distinguish distances, it gradually dawns upon you that you stand over a mile and a third above the level of the sea, on the highest point attainable in New England without the aid of a balloon.



GLEN ELLIS FALLS.

The following description of a sunrise on Mount Washington is from the pen of the author of "The Switzerland of America:"—

"The grand, culminating view from this lofty point of observation is to be had at the rising of the sun. For this incomparable prospect you must spend a night among the clouds, and perchance more than one night, as nature is fickle at that altitude as well as in the valleys below, and not unfrequently 'old Sol' has half a forenoon's work before him to dispel 'the mists of the morning' before his face is visible to the watchers on the summit. Should you be favored, however, with both a clear sunrise and sunset in one day, as was the writer on the occasion of his first visit, you will cherish in the chambers of memory the most enchanting pictures of a lifetime. Sunset at sea has awakened the lyre of many a poet, and inspired the pencil of many a painter; but neither pen nor pencil can give an adequate picture of the beauties of a sunrise as viewed from the summit of Mount Washington.

"At early dawn the inmates of the house are roused, and such as choose arise and dress, and take their position on the platform east of the building, to watch for the first appearance of the 'golden orb of day.' Beneath you the valleys are still in slumber, and a deep gloom is spread over all, in sharp contrast with the light of dawn which already illumines the mountain peaks around you. Banks of mist here and there indicate the location of bodies of water, and possibly overhanging clouds may partially hide some of the mountain summits from view. All eyes are turned expectantly toward the east, which is beginning to show a faint rosy tinge, deepening every moment till it reaches a crimson or perhaps a golden hue, a fitting couch from which the brilliant day king is about to spring forth upon his glorious reign. Suddenly one point in the eastern horizon grows more intensely bright than all the rest, and the disc of the sun is then discernible, quickly increasing in proportions until the broad face of the great luminary so dazzles the eye as to compel a withdrawal of the gaze.

"Looking then into the valleys below, the effect is transcendently beautiful. While the spectator is bathed in the full golden sunshine, the somber shadows are just beginning to flit away, presenting in the strongest possible manner the contrasts of light and shade; and not until some minutes have elapsed, does the new-born day reach down into the deepest valleys to drive forth the lingering remnants of night."

From the Glen House, delightful trips may be made by stage, or by stage and rail, to all the mountain resorts. Over the mountain by carriage to the summit, and down the other side by rail to Fabyans, thence through the Crawford Notch to Glen Station, and to the Glen House by stage; or, from Fabyans the tourist may continue to the Franconia Notch by rail, returning by a variety of routes, full particulars of which can be had at the hotel.

SOME CANADIAN CITIES.

THEIR ATTRACTIONS FOR SUMMER TOURISTS FROM THE STATES OR ELSEWHERE.

THE visitor to Canada from the States will find much to interest him in the thriving cities of the Dominion. In some of these he will find a marked contrast with the cities over the border; in others, equally marked similarity; in still others, a striking contrast in different sections of the same city. The latter is particularly true of some of the older cities, in which the mark of progress is being felt, and there seems to be a struggle for supremacy between the ancient and the modern.

Hamilton.—At the extreme western end of Lake Ontario, on its high terraced shores, stands the city of Hamilton. The approach from the lake presents a striking picture, while the view of the city from the railway trains, in either direction, is almost equally picturesque. The surrounding country is quite elevated, and from the higher portions of the city the streets slope gradually to the water's edge, while across from the city lies the broad expanse of Burlington Beach, five miles in length, and from 600 to 1,000 feet wide. Still beyond, meeting the sky in the dim distance, are the blue waters of Ontario. Burlington Bay, protected by the long beach, forms the quiet harbor of Hamilton, adding much to the commercial importance of the city, which is also highly favored with railroad facilities, heavy manufacturing enterprises, and valuable surrounding agricultural resources.

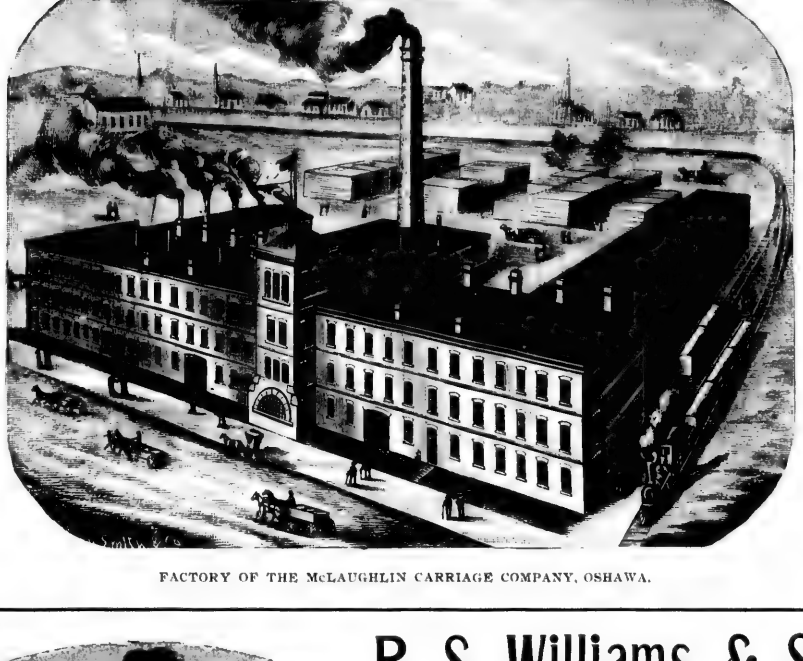
St. Catharines.—Twelve miles from Niagara Falls, pleasantly situated on the Welland Canal, is the thriving city of St. Catharines. A mineral well of large capacity, and recognized remedial value, has given the place a wide reputation and the title of "the Saratoga of British North America." It has fine hotels, and the surrounding country is more than ordinarily attractive from a scenic point, and visitors are thus entertained while "taking their medicine" from the mineral well.

London.—Western Ontario has for its chief city an aspiring imitator of its great namesake, having a River Thames, a Hyde Park, a St. Paul's church, and other interesting names borrowed from over the Atlantic. It is a progressive city of some forty thousand people, and with several quite extensive manufacturing interests.

Ottawa.—The political capital of the Dominion is a point of interest, both from its importance as a city and from the beauty of the scenery which surrounds it. Some of the most picturesque landscapes in Canada are to be found in its vicinity, and the drives about the city and its suburbs are more than ordinarily attractive. The government buildings are magnificent, occupying a site of four acres, on the river bank, and are built in the Italian gothic style. The view they present from the river is picturesquely beautiful.

Oshawa—Is without doubt one of the liveliest, most thriving and most enterprising towns east of Toronto. Beautifully situated on the shores of Lake Ontario, it is noted for its beautiful streets and buildings, numerous factories and extensive manufacturing interests. One of the most important manufacturing concerns is "THE MCLAUGHLIN CARRIAGE CO.," whose place of business is shown in the engraving on opposite page. They make a most extensive line of stylish and long-wearing vehicles. As this firm has always adhered to the practice of building but one grade of work, and that the best, they enjoy very high reputation, not a local one merely, but a reputation that is as wide as the Dominion is long. To any one visiting the town, an hour spent in their factory will be full of interest.

Another institution of large commercial importance is the factory of R. S. WILLIAMS & SON, for the manufacture of pianos, of high grade. Their extensive establishment is fully equipped with the best of machinery, and every department receives the careful supervision so essential for the production of the work which has made the name of the Williams piano famous throughout the Dominion.



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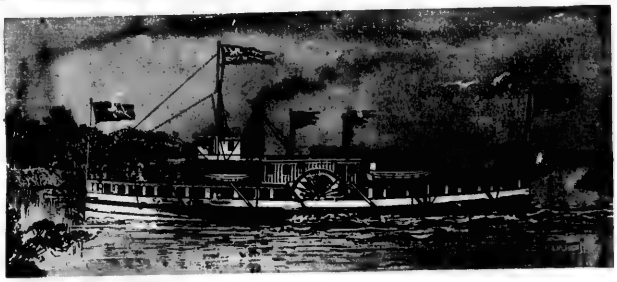
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Hotel and boarding-house accommodation has been generally extending and improving to suit the various tastes and circumstances of all classes of the community.

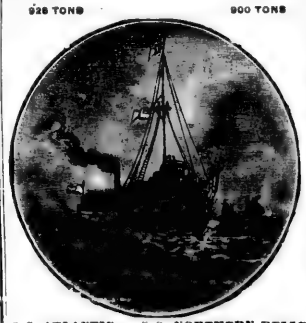
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During the months of July and August steamers will run a tri-weekly service of Excursions to the "Sea-girt Fairy" Isle Mackinac, giving six days' sailing among the beautiful islands of the Georgian Bay, Manitoulin and Lake Huron. The cheapest and most delightful pleasure trips in Canada. The **Great Northern Transit Co.** have, at great expense, built and fitted up the fine new Steamers,

"BALTIC," "ATLANTIC" and "PACIFIC"

expressly for this route, and have spared nothing to attain the highest degree of excellence in every department, and as a result, they are proud to state that, for efficiency in every matter that affects the comfort, the safety and the pleasureable enjoyment of their passengers, their steamboats are **Second to None.** The cabins are wide, lofty and palatial in design, while the magnificence of their outfit entitles them to the name of the **"Drawing Room" Steamers of Canada.**

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Steamers **"Pacific," "Baltic"** and **"Atlantic"** leave Sault Ste. Marie for Owen Sound and Collingwood on the mornings of Friday, Sunday and Tuesday.

PARRY SOUND and KILLARNEY—The steamer NORTHERN BELLE leaves COLLINGWOOD every WEDNESDAY and SATURDAY at 1 p.m., on arrival of the G. T. R. morning trains from Toronto and Hamilton for Parry Sound, Byng Inlet, French River and Killarney, there connecting with the main line for the Sault, returning via Parry Sound for Collingwood.

SPECIAL NOTICE—The attention of Merchants and Tourists is especially directed to the fact that the Great Northern Transit Co. have for seventeen years given themselves solely to the service of the Georgian Bay Route, and the Company's interests are entirely centred in its prosperity; they are therefore in a position to give every care and despatch to the business entrusted to them, which is liable to be neglected by other lines whose through business has preferential claims upon them.

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MUSKOKA LAKES AND GEORGIAN BAY.

LOOKING upon the map of Ontario, at the section of country lying north of Toronto and Hamilton, you are struck with the curious commingling of land and water. Islands of every size, and almost without number, dot the larger bodies of water, while lakes, big and little, diversify the surface of the land. It suggests the idea of some pre-historic upheaval on the great deep, resulting in a nearly equal division of the surface, for many hundreds of square miles, into land and water.



PORT CARLING, SHOWING LOCK AND MINNEHAHA BAY.

It may readily be inferred that such a section of country must present many attractions to the tourist in search of scenery or sport, and the reader will not be surprised to learn that this region is constantly gaining in popularity as its advantages become more widely known. Ready access to this section is had by the trains of the Midland, and Northern & Northwestern Divisions of the Grand Trunk Railway, and the summer schedule is arranged to accommodate the traveling public, with special reference to making close connection with the steamers of the Muskoka and Georgian Bay Navigation Company, which ply upon the Muskoka Lakes and Georgian Bay.



BALA FALLS.

The Muskoka district, known as "the Highlands of Ontario," has some eight hundred lakes, varying in size from a mere pond to twenty or thirty miles in length, the largest being Muskoka, Rosseau and St. Joseph. Their elevation is seven hundred and fifty feet above Lake Ontario, and the healthfulness of the region is proverbial, while the hunting and fishing are not surpassed anywhere.

The chief port for the Muskoka steamers is Gravenhurst, at the southern extremity of Lake Muskoka. Here the tourist may embark for a most delightful water trip through the chain of lakes. The route to Bracebridge comprises ten miles of lake and six miles up Muskoka River. At Bracebridge are to be seen the High Falls and the Great South

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Falls, both notable attractions. The trip to Bala, the outlet of the lake via Musquash River, comprises twenty-one miles. At Bala, the water makes an abrupt descent of some twenty feet, forming an attractive waterfall.

Port Carling is twenty-one miles from Gravenhurst, and on the way you may tarry at Bracebridge, beautifully situated on Tondern Island, with splendid bathing and fishing facilities in the vicinity. Reaching Port Carling, by way of the Indian River, the passage into Lake Rosseau is made through the locks; and here comes in the title of "Interlaken." Rosseau is at the upper extremity of the lake, and Maplehurst is near by, and from here there are daily stages to Parry Sound, on Georgian Bay.



THE LINK BETWEEN LAKES ROSSEAU AND JOSEPH.

At Port Sandfield, Lakes Rosseau and Joseph are connected by a short canal. Passing into the latter lake, the journey is continued, amid charming scenery, to Stanley Bay, twelve miles from Port Sandfield, while five miles more brings us to Port Cockburn, at the head of the lake. Besides the three principal lakes thus particularized, there are numberless smaller ones, scarcely less attractive, which may be reached overland, or by canoes up the streams which connect them with the larger lakes; and as many of these lakes and streams abound in fish, the angler will find himself well repaid for the trip.

North from Muskoka lies what is known as the Magnetawan district, comprising the river bearing the name, with the chain of lakes which it connects. This region is reached by rail at Burk's Falls, where connection is made with a steamer for a run down the river, through Cecebe Lake, thence into Ah-mic lake. The trip covers something like forty miles, and the river itself is as crooked as the proverbial "ram's horn." The region is comparatively new, but its beauties have been discovered by explorers, and keen-eyed sportsmen have found it to be a pleasurable and profitable resort. The St. Bernard Dominion Club, composed of members of the St. Bernard Commandery of Knights Templar, the largest commandery but one in the world, have erected a handsome club house on St. Bernard Island, in Lake Ahmic, furnished and equipped throughout with everything necessary for comfort, and with Col. Hy. Turner, Capt. H. G. Purinton, H. O. Shepard and John G. Neumeister as leading spirits in the enterprise, a merry holiday season for the club members is assured.



THOMPSON'S ISLAND, GEORGIAN BAY.

GEORGIAN BAY.—This great arm of Lake Huron, almost rivaling the lake itself in extent, is a wildly romantic body of water. Its northern and eastern shores are particularly

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attractive, the waters here being thickly studded with islands, while numerous coves, bays and inlets contribute to the tortuous windings of the channels in this wondrous archipelago, and to the picturesqueness of the scenery. The islands in the bay are not less than 25,000 in number, and range in size from the merest dot on the water to the Great Manitoulin, many miles in extent. They also present a picturesque variety as to their general appearance. Some are bare and rocky; others are clothed with verdure to the very water's ed Here, one rises abruptly in castellated pinnacles, and anon another is densely wooded, with inviting shades, offering delightful shelter to the camper.



FRENCH RIVER, NEAR EAGLE'S NEST CLIFF.

The steamers of the Muskoka and Georgian Bay Navigation Company afford a delightful trip among this charming scenery, connecting with the Grand Trunk trains at Midland and Penetanguishene for Parry Sound, passing through Indian Harbor, David's Bay, Moose Bay, Starvation Bay, and several narrows. From here, the journey may be extended to Point aux Baril, Byng Inlet and French River, returning thence to starting point, or to Collingwood, where direct connection may be made for Toronto and Hamilton, by rail.

If a longer journey by water is desired, the trip along the north shore to Sault St. Marie and Mackinac island, is one worthy of high commendation. This is accomplished by the steamers of the North Shore Navigation Company, and of the Great Northern Transit Company, both of which lines are finely equipped for this service. The boats touch at the principal ports along the north shore and on the large islands, and the passengers find frequent opportunities of enlivening the trip by a run on shore, or a flying visit to some of the many points of interest to be found on the journey.



GIANT'S TOMB, GEORGIAN BAY.

The round trip from Collingwood, Meaford or Wiarton, occupies about six days, and as the ticket includes meals and berths, the appetizing influence of the lake breezes and the excellence of the cuisine conspire to make the journey one of both health and pleasure, as well as inexpensiveness.

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THE ADIRONDACKS AND OTHER RESORTS.

The Adirondacks are reached by several routes. Dealing first with the route of the Delaware & Hudson Railroad, the inception of the journey is by way of Montreal; thence by trains of the D. & H., starting from the Bonaventure station of the Grand Trunk Railway, Montreal, by way of Rouse's Point and Plattsburg. This line also reaches the Catskill Mountain region, and forms a link in the route between Montreal and New York.

A fine illustrated book of the Adirondacks, Lake Champlain, Lake George, Saratoga, and the resorts reached via the Delaware & Hudson Railroad, has been published by the passenger department of that company. It is called "*The D. & H.*" and a copy will be mailed free to any address, upon application to J. W. BURDICK, General Passenger Agent, Albany, N. Y.

There is also to be considered the route of the Central Vermont Railroad, whose trains also start from the Bonaventure station of the Grand Trunk Railway, Montreal, the route being by St. Albans and Burlington, or Fort Ticonderoga.

Then, again, there is the route of the Ogdensburg & Lake Champlain Division of the Central Vermont line, which connects with the trains of the Grand Trunk Railway, and the steamers of the Richelieu & Ontario Navigation Company, at Ogdensburg, N. Y. (opposite Prescott, Ontario), and whose route to and through the Adirondacks lies by way of Norwood (Massena Springs branch of the Rome, Watertown & Ogdensburg Railway). Leaving the line at Norwood, we come to Moira, twenty-two miles east, which is the junction of the Northern Adirondack Railway for Paul Smith's; thence on through Malone and Chateaugay to Rouse's Point and St. Albans, where the route joins the main line from Montreal for Burlington, Fort Ticonderoga, etc.

Eastward from the Adirondack System, and mostly within the State of Vermont, is some very beautiful and attractive summer-resort country, known usually as the Green Mountains, and which is reached by the Central Vermont Railroad System. It is very pleasantly described in a recent publication issued by that company, entitled "Green Mountain By-Ways," a copy of which will be mailed free of charge to any person on application to S. W. CUMMINGS, General Passenger Agent of the Central Vermont Railroad, St. Albans, Vt. The publication also deals with the Adirondack region, Lake Champlain and Lake George, as also Fabyans and the resorts on the south and west sides of the White Mountain Chain, reached by way of Montpelier and Wells River in connection with the Central Vermont Line. This company runs sleeping cars in connection with the Grand Trunk and Chicago & Grand Trunk Railways.

The Rangeley Lake region, and the country adjacent, offers unusual attractions to the summer tourist in the way of prolific hunting and fishing grounds, a delightful summer climate, and good hotel and boarding-house accommodations. The sportsman will find this a veritable paradise.

It may be of interest to the reader to note that the City of Chicago, the site of the great World's Columbian Exhibition, is the western terminus of the Grand Trunk System, which is the only continuous railway line from the Atlantic seaboard to Chicago, and hence presents unusual facilities to visitors to the great fair. See view of grounds on next page.

The original limits of this work are already exceeded, and many localities have received only a passing notice, which it would have been a pleasure to describe more fully. Others have necessarily been omitted altogether, as only the most noted and prominent could receive attention. Full information as to these resorts, and also other points of interest reached by the Grand Trunk System, may be obtained from the Company's publications. The pamphlet, "Summer Resorts," which may be had of the Company's agents on application, gives complete information as to routes, rates of fare, hotels and boarding houses, and other matters of value to the summer tourist.



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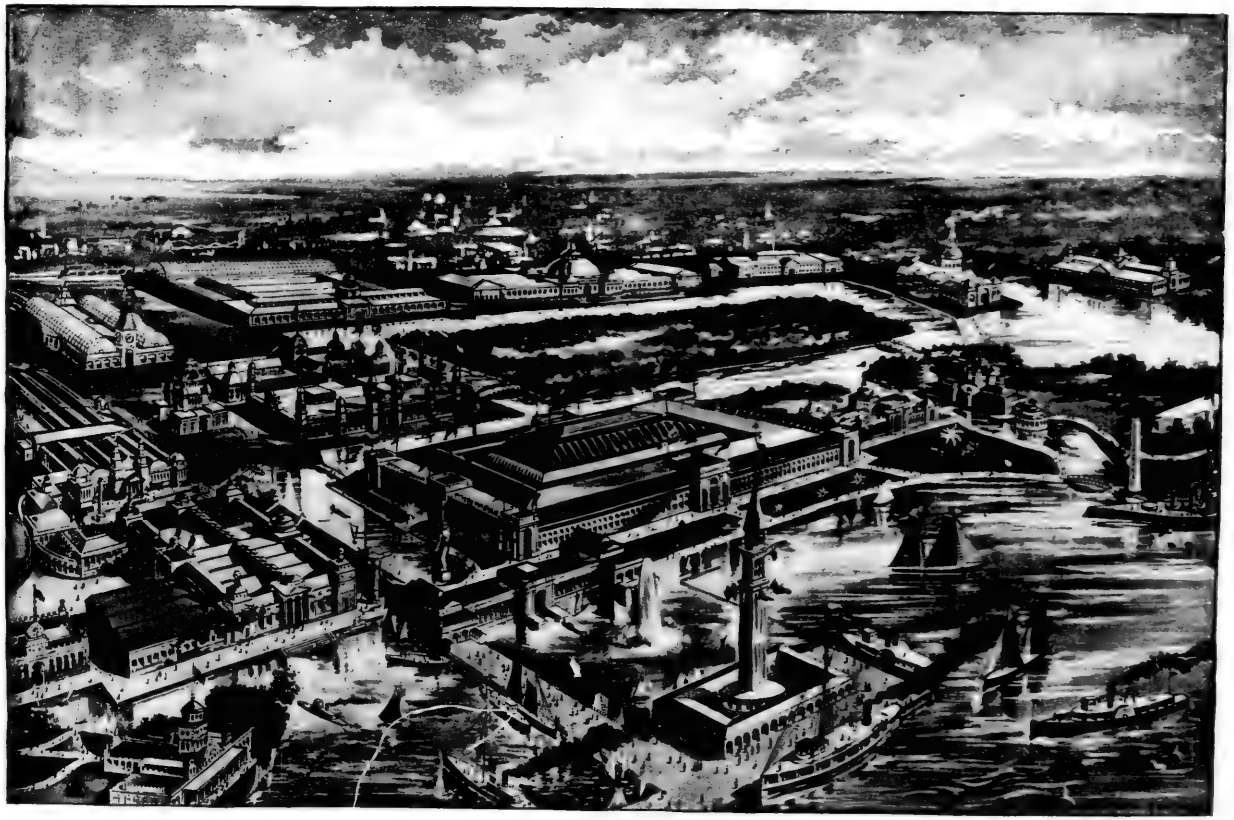
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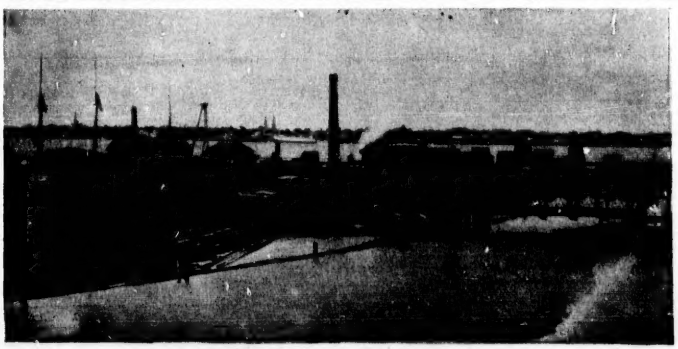
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